

# Renault News

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CARLISLE 2018

**Renault Owners  
Club** OF NORTH AMERICA



spring/summer 2018 | **IN THIS ISSUE**

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**Renault Owners Club of North America**

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

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Sharon Desplaines  
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 Tel: 619-334-1711 • [hummer5@cox.net](mailto:hummer5@cox.net)

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**Articles, Letters, Correspondence**

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

**Newsletter Production & Publishing; Website Design**

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

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

**Inter-Club Liaison, Club Correspondence**

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

**Social Media**

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

**Technical Advisors**

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

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

**Alliance, Encore, GTA**

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

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

**American Alpine A-310 Club Representative**

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

**Club Alpine Mexico Representative**

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

**Racing Tech**

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

**Alpine Renault Registered Owner's Association**

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

**Gordini Engines, Custom Building**

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

**R5 Turbo Club Representative**

Bill Dickinson, Tel: 604-565-9611 • [bspeed1@shaw.ca](mailto:bspeed1@shaw.ca)



## Carlisle 2018

by Marvin McFalls



Since 2011 each year we have hosted an invitational display as part of the Carlisle Import show. That year French Cars were the featured mark and we featured a total of 23 French vehicles in two buildings. Since then we have featured displays with only Renaults. Starting in 2017 we expanded our display to both sides of Building R, and late last year we announced for Renaults 120th Anniversary we would put together our largest Renault invitational display ever featuring vehicles from three centuries.

After looking at the building footprint of 30 X 118 feet we determined that thirteen vehicles could be comfortably fit into the building. However not wanting to tempt fate we invited fourteen vehicles to participate. I guess it was not to be as on Monday morning the week of the show, I received word that Brad Stevens, would not be able to participate in the show. Sadly, his mother had passed away and he regrettably bowed out. His Blue Alpine A310 was intended to be the center piece of a unique display featuring three blue Renaults, all from the 1980s. So before even arriving, we already had to make plans to rearrange cars.

On Thursday morning I left Knoxville around 7:00 AM, and arrived in Carlisle a little after 4:00 PM due to a lengthy construction delay in West Virginia. This still gave me a couple hours to work on the display before dinner with Ed B. and the team from Carlisle Events. Around 3:00 PM John Vogler had arrived to begin checking in cars, within a few minutes Nick and George Dimopoulos were on site, both had cars in the display. Nick had trailer his recently restored Renault 17 TS and George had driven down in his Encore, along with his friends, Joey and Todd from Danvers, Massachusetts. Earlier in the week Don McLaughlin had also delivering his LeCar racer and John Vogler had picked up and brought Kirk Gibson's 1897 De Dion Bouton trike which was the same model Louis Renault's based his very first automobile from. After unloading my 1978 Renault 17 Gordini we had five cars in position, all and all a good start.

At 6:00 PM we headed over to Building T for the invitational welcome dinner. After enjoying a nice meal we spent time hanging out with many of the other invitational display owners. On hand was my good friend and neighbor John Rigby who had brought his magnificent Mark II Jaguar. Also at dinner, was Kelby Steele and his daughter Stephanie Tripp, along with



her daughter, who were displaying the family Jaguar E-Type. We had a good time catching up and talking about cars until we were ready for some rest. Tomorrow would come soon, and it would be another busy day.

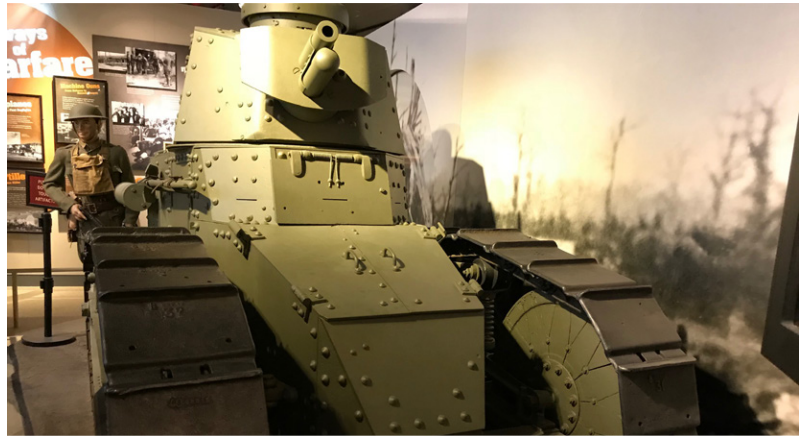
We awoke early the next morning and I dropped off John at the Middlesex Diner, waiting outside were Nick Chennell who drove down from Rochester, New York in his 18i Sedan, and Sandy Lea who drove his five door Encore over from New Jersey, as well George Dimopoulos with his Encore. Following their meal and conversation they drove over to the fairgrounds to help me with the display. We have a great group of volunteers that assisted in hanging up all the banners, flags, and other decorations.

About the time the crew arrived, so did Brent Bartley and Denise Shiveley. They had driven in from Ohio with Brent's 11,000 mile barn find LeCar. Also driving in from Ohio, were Dan and Chris Barton who came in from Dayton. They had trailered in their 1967 Caravelle, which was the first car we placed under the tent behind the building.

As the morning went on Lloyd Mathis arrived at the fairgrounds, after travelling 875 miles towing his 1964 Dauphine. We placed it next to Kirk's trike and Don's race car completing that section of the display. Next to arrive was Eddie Palaghita and his girlfriend Danielle Ludwig. Eddie and Danielle live in New York, but Eddie is originally from Romania, and he brought his 1977 Dacia 1300. A 1300 model is a European Spec Renault 12 built under license in Romania. It gave the display a little bit more international flavor.

As morning turned to afternoon, we continued to work on setting up the building. At 1:30 we made our way to the Army Heritage Center, a few miles away from the fairgrounds. After being given an informative discussion on all the upgrades undergone at the center, we were guided to their Renault FT-17 tank. Dan Barton then gave a lecture on the history of the vehicle, and I then tied it into our 120th anniversary celebration. The facility was definitely first class, and everyone left knowing a lot more about one of France's most significant vehicles.

We then made our way back to the fairgrounds, just in time for Lloyd and Brent to lead the seminar on installing a windshield in a vintage vehicle. They gave a very informative step by step demonstration on how to properly install a windshield. There was a very nice turnout and a lot of great knowledge was shared by Lloyd and Brent. Once the windshield was completed, successfully mind you, we then placed







Brent's car in its spot in the display.

As the day wound down, Tom Gross barely arrived in one of his Renaults. Tom has struggled all spring trying to find a decent mechanic to work on his cars. Whomever he had working on his red GTA Convertible had left a number of vacuum hoses undone or had improperly reinstalled them. However, as it turned out I had brought a new Oxygen Sensor to sell in the swap meet and with a little help from opening the hood on John's GTA and placing everything back where it belonged, soon it was running almost normal.

It had been another productive day. We celebrated with another nice meal, and we then hoped for nice weather in the morning, as the forecast was calling for rain most of the day Saturday. When we awoke Saturday morning, unfortunately it was raining, but luckily the heavy rain had fallen overnight. So off everyone went to the Middlesex Diner. Nick Dimopoulos and I headed for the fairgrounds, where we kicked off the Toys for Tots toy drive with a free donut table in the building.

After everyone enjoying their breakfast, they joined us back at the fairgrounds. We had more invitational vehicles to get placed. First to arrive was Darie Manea who had brought his father with him. Darie was driving his US model Renault 12. Darie is also originally from Romania, and actually owns another European Spec Renault 12. Having the R12 parked next to the Dacia made for a nice comparison, and Brent's LeCar was definitely an era correct edition to the display

With the ends of the buildings now filled, all we needed were the cars in the middle of buildings. George Dimopoulos and Shawn Kennedy were the first to arrive. George's Encore, was paired with Shawn's 1985 Alliance Convertible from Bayonne, NJ. Next we filled the larger building driving in from Lenoir City, Tennessee was Marty Mckee and Aaron Cathey. Marty drove his 1981 Renault 18i Turbo Wagon, and Aaron brought our only 21st century Renault a 2007 Megane, which was originally sold in Mexico. Last but not least to arrive was Thomas Catineau. Thomas had driven down from Montreal in a beautiful Medallion Wagon formerly owned by Brent. I had brought the car to the show a few years ago, but it still looks as good now as it did back then.

With all the cars now displayed in Building R it was time for the unveiling, so we pulled the car cover of Nick Dimopoulos' Renault 17 TS. Nick had acquired the car last summer and finished the restoration the previous owners had never completed. Nick did a





great job, as the car was definitely well received. Following the unveiling, it was now time for Nick's seminar. Nick had recently purchased a MS-1700 factory Renault diagnostic tool. He showed attendees how the tool hooked up to 1980s model Renaults with computer controlled fuel injection systems. He first hooked it up to George's Encore, and then moved over to Shawn Alliance. Then he offered free diagnostic testing to any owner who would make a donation to Toys for Tots.

With all the buildings filled, we now had two displays up and running. So we next focused on displaying car under our tent just outside Building R. The Day Before, Dan had placed his Caravelle under the tent, he was now joined by Sandy's Encore, Nick's 18i Sedan, and John's and Tom's GTAs. We had three more spaces to fill. The first one went to Grant Dickerson. Grant drove his Alliance Cup Turbo racer. Grant had bought the car from me last year, and he and Aaron have worked to add a much need turbo system.

Our next car to arrive was another red five-door Encore. This one is owned by Steven Radovanovich from Haledon, NJ. Steven bought the car late last year from Eddie Palaghita in New York. Now it was time for the final entrant, and it was an interesting one. Driving up from Maryland in a 1982, Renault 5 Turbo Maxi Replica was Gunther. Gunther lived in Spain for a number of years and he had owned a R5 Alpine, prior to buying the R5 Turbo. He recently imported into the US from Spain. It was definitely the cherry on top of an impressive display.

With the tent up and running, we made our way back into the Invitational Display, it was time to get ready to take out our Renaults onto the autocross track. At 12:30 PM, they closed down the drifting to allow the Renault to run the circuit. First to go was Grant in the Alliance racer. This was the first time the Cup car had been on a track in years, especially since all the recent upgrades. I can't even recall the last time I had raced it stock. Next was George in his Encore followed by his dad in the Renault 17. On his first reconnaissance lap, Nick went slowly. Once everything checked out, he opened it up in the 17 TS. I went next in the Gordini, followed by Marty in his R18 Turbo, and Aaron in the Megane, last was Sandy Lea in the Encore Automatic. While it wasn't very fast he had a lot of fun. All tolled each driver had up to three runs, and many friends were able get in the passenger seats for some hot laps. By the time we were done, we had put smiles on the faces of everyone in attendance.

When we returned for the autocross track, our first





delivery of toys had come in from the Meyers Manx club who had caravanned the toys to Building R. Next, our friends from Jalopnik, Patrick George and Raphael Orlove, stopped by. After seeing our good friend Jay Ramey's photos from last year's show, they decided to finally come see what we were up to. One of their most popular videos segment on their website is called 5 Things. Not surprising, Renault was one of their five favorite things from Carlisle. They even interviewed Steven Radovanovich and Aaron Cathey and featured them in the segment.

At 2:00 PM we gave out the award for the car show. This year we had a total of twenty cars in contention. Unfortunately our esteemed panel of judges lost the paper with the results. So unfortunately I don't have the list of winners, so congratulations to those who took home an award,



and thanks to everyone else who participated in the competition. Next year we will make every effort not to lose the car show results.

With the awards handed out, we now focused on collecting and counting up all the toys from the Toys for Tots toy drive. While we had set a goal of 500 toys this year, due to all the rain we were only able to collect 219. While this was considerably less than our goal, I am hopeful next year the weather will be better and we can make our goal.

Following the toy drive we continued to hang out at the fairgrounds, due to the wet roads, we decided to call off the Toys for Tots Toy drives. We had two drives open to anyone that participated in the toy drive. The first drive was fifteen minute scenic drive around the outskirts of Carlisle, and the other is challenging mountain run that takes forty-five minute. Both drives start and end at the fairground, hopefully next year we will have them.

By 5:00 PM our catered barbeque chicken dinners arrived. By 5:30 PM we sat down for a nice meal, followed by a 120th anniversary celebration movie. Tom Gross had compiled a number of videos chronicling Renault's 120 year history and prominently featuring models sold in the US from the 1950's thru the 1980s. It was a very well done, and everyone in attendance enjoyed it. I hope that Tom will make the video available to all members, on our website and Facebook page. Following the video, we enjoyed some more Renault related conversation before shutting down for the evening.

On Sunday morning we all gathered back at the Middlesex for our final meal. Following a great meal and Renault fellowship we headed over to the fairgrounds. Around 10:00 AM the first car slipped out of the invitational display so we then started to tear down and pack up. Everyone worked together and by 12:00 PM, we had everyone loaded. With all the work done, Steven Radovanovich mentioned getting a photo of the Encores. Who knew when we might have three Encores in the same place again? In more than twenty years of show we have never had more than two on display

By now it was nearly 12:30 PM and the cheer of "Encore" had died down. I had 500 miles to drive back to Tennessee, so I said, until next time to all my remaining Renault friends. It was a very excited show, and we are already looking forward to returning to Carlisle next year. While it wasn't our biggest turnout, it was another great Carlisle Import and Performance. So mark your calendars for May 17-19, 2019, and we will see you in Pennsylvania. 📍



# The Restoration of my Renault Dauphine

by Richard L. Widman

This car was originally imported from France. According to the body shop where I bought it, they have had it more than 20 years. In theory the engine was completely rebuilt before they received it and has less than 5 miles on it. After taking it apart I think it could have been 20 or so, but very few. There was quite a bit of soot on the pistons and valves, but it had a VW carburetor on it that may have made it run rich.

It has now been more than 6 ½ years of off-and-on work while also building the Mini, but it is coming close to the finish line.

Locally they call this a Renault Gordini, but it was not to the Gordini model (which was produced later), but one of a few "luxury" models produced as an "Ondine" in 1961 and 1962 in France. From the chassis number, the 4 speed transmission and the reclining seat (available only in 1962) I've identified it as a 1962.

The engine appears to be original, but has been welded. I'm not sure if it froze or was damaged by over-torquing the head (or double gasket), but I have had it welded properly and have gotten a replacement cylinder sleeve and new rings from Argentina.

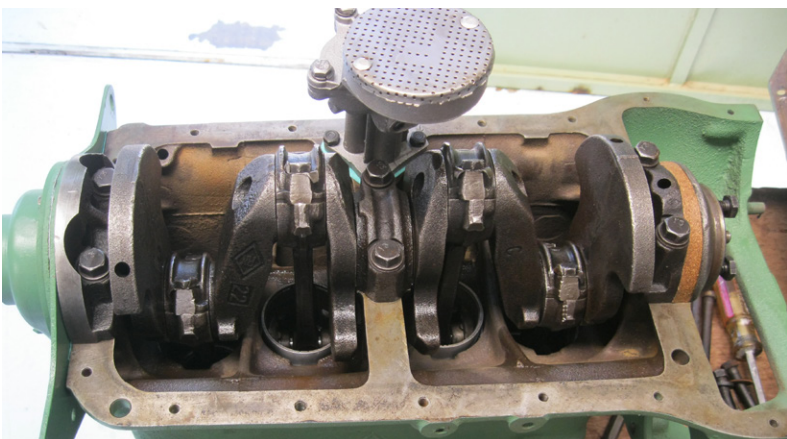
It was not part of my original plan to have two projects running at once, so I've taken this home where I will play with it when I get a chance or am waiting on parts for the Mini ([www.widman.biz/Mini/English/index.html](http://www.widman.biz/Mini/English/index.html)). With it at home (in Tarija) I was able to do things as time permitted. At this point I've rebuilt and installed the engine, transmission, differential, suspension and rear brakes, as well as polished the stainless trim for the front and rear windshields. We have also replaced the rusty frame and floor panels. It is now painted and I will start the reassembly.

The replacement seats are now re-upholstered, the body shop has finished their basic work. Once I finish the brakes, wiring, and upholstery they will polish and put on the remaining trim.

You also might want to check out the restoration of my 1960 Corvair: ([www.widman.biz/Corvair/index.html](http://www.widman.biz/Corvair/index.html)), or some of my other projects ([other/other.html](http://www.widman.biz/other/other.html)) over the years. 💎













## Renault Restoration: The Saga of Baby Blulette

by Norm Nyhuis



*The car on the front of the trailer is the "roll-over" wreck, the rear one is #2 (good body sans engine)*



*The "big engine hot rod".*



*This photo shows 4CV #3 after considerable work has been done on the rusted out box sections below the door openings.*

Our association with Renaults, started in the early 70's when we had several customers at our Texaco station, who owned and loved them. This was a time when many shops simply refused to work on "foreign cars" leaving the customer with few choices other than the dealership, for repair and service. Being an experienced mechanic, but relatively new to operating our own business, and wanting to increase our customer base, we decided, "It burns gasoline, has more than two wheels, and the owner is willing to spend money; they might as well spend their money with us." So we welcomed all cars, regardless of country of origin. One customer, who happened to be the machinist, at the shop where I took cylinder heads, and short blocks for rebuilds, owned three; a 4CV, a Dauphine, and the strangest looking little van, I'd ever seen, an Estefette. In working on his Renaults, I fell in love with them. They were far ahead of their time, had innovative features and delivered much of what modern manufacturers are still striving to provide, reasonably priced transportation that gives excellent gas mileage.

I found my first 4CV (a 1961) in 1978. My wife loved driving it around town, and using it to drive the "kid's carpool" to our local Christian elementary school. All good things come to an end, and about 15 years later, when the oil consumption started to equal the gas mileage, it was time to take it off the road, and store it for the day when I could restore it properly.

Fast forward to 2016: after raising our family and in our spare time restoring and enjoying several other cars (1929 Model "A" Ford Tudor, 1966 Mustang Coupe, 1955 Belair Sport coupe) we are now retired, and still had the 4CV. It had not "aged well", so an internet search for parts revealed a seller with three 4CVs, and a large amount of spare parts for sale. He had started a restoration on one of them, but determined that the rust was too advanced for him to handle. 4CV # 1, had been involved in a roll-over accident, so the unitized body was deformed, beyond practical repair, but had a good running original 4CV drive train. 4CV # 2, had a fair body, with some, but not an excessive amount of rust, but a broken engine. 4CV # 3, the one he had started to restore, had what I was pleased to determine was a Dauphine 845cc engine with the early (non synchronized first gear) four speed transmission, but there was considerable rust.



So, on a grey October day, after enlisting the help of a friend with a second car trailer, we went on a safari into the woods of the Olympic Peninsula to bring the trio home.

After assessing the possibilities, I determined that I had enough parts and pieces to make two running vehicles: I'd use the best pieces to make one "pretty" car, and still have enough to get 4CV #2, running also. I envision #2 being sort of a "mouse rod" - it's too small to call it a "rat rod". The current plan is to just arrest any further body deterioration, preserve the patina, as is popular in other segments of the automotive world, and make it safe to drive. Some may argue that they would have attacked the challenge differently, but I chose to use the car on which a restoration had been started, and had the best drive train. After all, the battle cry of an old car restorer is "In Rust, we Trust!"

After assessing exactly what all was in the "package" I'd purchased, it was wonderful to find that the "spare parts" as advertised in the sale, included many sets of ignition parts; distributor caps, rotors, points, condensers and carburetor parts. The engine now runs great, and all auxiliary systems, 6 volt starter, and generator all work well. The finding of a NOS fuel pump diaphragm on E-Bay, and successfully getting it shipped from Rio De Janeiro, is another story in itself. But the fuel pump now works fine. The suspension was disassembled, cleaned, new rubber bushings were installed as needed, and both the service and parking brakes were fully restored.

4CV #3 took considerable work on the rusted out box sections below the door openings. As you may know, this is also the warm air channel to supply the "demisting" system. It took about 20 hours of work, on each side to cut out the rotted metal, form a piece to replace the "outer" and most of the "lower" wall of the side rail box section, and weld it all in place.

The body was stripped down to bare steel, in preparation for paint. Although both our original 4CV and the car I chose to restore, were painted a shade of "off-white", we chose to use 1964 Ford Skyline Blue, for this restoration. Since we also have the habit of naming our restored cars, my wife christened this one, "Baby Bluette".

As of the date of this writing, the rear fenders have been repaired, painted and mounted, with new "chrome" welting, between the rear fenders and the body. The second installment of this saga will cover the remaining body and paint work, as it is completed, and the restoring of the interior. One find in





the treasure trove of extra parts was an original, NOS headliner, and enough of the old headliner was still intact to determine the placement of the listings for the top bows. The seats and door panels were ready for installation once the doors are repaired and painted.

## Part Deux.

Part of any restoration is identifying the remaining wiring and determining if any of it can be re-used. Let's think about this for a moment: 56 year old insulation – that ought to be good enough, right? As expected, any insulation that was near a source of heat or exposed to the sun's UV rays was questionable at best, so new wire and soldered terminals were in order.

The body had been painted many times, by its previous owners. Some of the panels had five different colors: the factory original "off white", followed by red, royal blue, orange (?), and finally the "refrigerator white" and metallic blue color scheme seen the previous photo. Of course, there was a layer of primer between each color coat; Innumerable hours were spent removing the paint down to the bare steel, then after the various dings, dents and rusted places were repaired, it was all primed with epoxy primer, in prep for the final color coat.

Because my shop is set for mechanical repairs, rather than "body work", I had to paint all the removable parts separately. This was not a bad plan, as in this way, all surfaces and edges could get well covered.



Once the fenders were painted and reinstalled, the fun began with the reassembly of the seemingly 1001 parts that were removed.

The last task most of us amateur restorers tackle, is the interior. Having several dash panel assemblies to provide parts, it was tedious, but not too difficult, to reinstall the dash board, a fully functional dash panel, and a NOS floor mat. That's a vintage 6 volt Motorola AM radio in the usual location.

The most daunting task, of installing the new headliner, still remained. A local upholstery shop, Harbor Custom Canvas, was willing to install the NOS headliner, and as part of the deal, manufactured the vinyl pieces that cover the wheel wells in the interior.

It was relatively simple to hang the doors, and glue in place the new weather stripping as well as install the other pieces of interior trim. As mentioned previously, the seats were in excellent shape and once cleaned, were useable. The seat belts were color matched to the exterior color.

Having grown up in the late 50's and early 60's, white wall tires were deemed a necessity. Many dealers can be found on the internet selling the correct size tire, however almost all are black wall. The good folks at Diamondback Tires, were the only ones I could find, who had not only the correct size of 135R x 15's but had a choice of either black or white wall. The time spent waiting for the delivery of the tires was used to strip and refinish the wheels.

Doesn't the combination of the light gray (as close to factory original wheel color as I could find) and the white walls make a pretty combination? I got lots of kidding at the local tire shop when I took the new rubber to be mounted. My old '70's vintage tire machine requires a center hole in the rim, which all 4CV and Dauphine owners know isn't present. They made a big deal too of the fact that there are only three "lug nuts". However, I got the "last laugh" when they had no means to balance the tires. I could, and did balance them, on the car, using my vintage Hunter spin balancer. I admit that I may be a bit biased, but I think in these last two photos of our restored "Baby Blulette"; she looks pretty nice, coming or going. 💎



# FIRST DRIVE: Falling In Love With The New Alpine A110

by Romuald Clariond

**A**fter spending a lovely handful of days taking the A110 through the dry and the wet and the slightly snowy, I can confirm that the wait was well worth it. The specific car I drove was one of 50 press cars that apes the specifications from the 1,955 units in the limited run of Première Éditions—the volume of course being a reference to the year in which Jean Rédélé built the first Alpines—but the one I ordered for myself is a bit different; it features many of the same options, just without the numbered plaque and special wheels, little things like that. That car is known as the A110 Pure, which is lighter and more focused than the third launch option, the A110 Légende, which adds to the options list. More weight is not an option for me though, so I chose the Pure, and I must admit to being a little apprehensive about buying one of the first cars to be wearing a badge of a business that turned its lights off in the 1990s—even high-volume manufacturers typically have issues with the first batch in a new series, let alone ground-up projects.

That issue of weight is a fine starting point to talk about what it's like to drive the new A110, and at just 1,1103kg (2,432lbs) with fluids, it weighs hundreds of kilograms less than its soon-to-be-rivals like the 718 Cayman. And if the reading from the scales doesn't tell the full story already, when it comes to the construction of the car, the modern Alpine has stuck to Jean Rédélé's original philosophy even if there is a touch screen infotainment slab on the dash. It's just 33cm longer than the original A110 Berlinette for starters, it still has a rear-mid-mounted engine (giving the car a playful balance of 44/56 front to rear), and just about the entire car is constructed from aluminum in pursuit of light weight. Every body panel, as well as the subframe, are all aluminum, and instead of welding everything up like a typical car it's been bonded and riveted together wherever possible, making it just that much leaner.

Surely there is no substitute for lightness, but the A110 doesn't rely on that alone to deliver its agility, featuring such sporting gear as double wishbone suspension on all four corners, and huge 320mm discs all around as well. The powertrain that's nestled in between it all consists of a 1.8-liter inline-four with a twin-scroll turbocharger good for an output of 252hp and 239ft-lbs of torque. It's not going to win any dyno sheet contests, but when you factor in





the poundage its power-to-weight ratio starts to look pretty damn competitive. The only thing that's slightly confusing about the setup is that they've chosen a seven-speed dual clutch system for the transmission, rather than a traditional manual that would have been more in line with the car's identity and the enthusiast side of the demand curve. They've already announced an upcoming, more powerful version of the A110 though, so perhaps a good old stick shift will enter the options list in the future too. It's a strange omission though in my opinion, and almost equally so is the lack of a handbrake lever right next to the gear lever. Turns out the handbrake has been ditched to save even more weight, with the regular pads in the rear taking up the slack.

The rest of the interior is also pretty minimal, and I'm sure I'm recognizing a few items from the Renault parts bin alongside the Alpine-specific trim. It's a sporty setup overall, with lots of aluminum and Alcantara, and strakes of carbon fiber every so often among the plastics. There is no glovebox—no door storage either—but you tend to not mind such things from your perspective in the terrific Sabelt seats. Besides extremely light at just about 25lbs each, they were super comfortable for the duration of my test driving, rare for a seat that holds you so snugly when the G-force vectors start getting all zig-zagged on the tight roads.

The rest of the interior follows a diet too, with the Focal-supplied sound system being a bespoke design for the A110, with the imperative again being a reduction of weight. There is no subwoofer as a result, with the car's aluminum body acting in its place—a feature I'm guessing Alex Roy will appreciate! The instruments are all digital and precise and

very modern feeling, etcetera, etcetera—but what's it like to drive you're wondering?

Well, Jean Rédélé's vision has been respected and updated with a new level of efficiency in compact design and lightness. The power from the four-pot is more than enough to move this balanced chassis and body, but not so much where you find yourself overdoing it. It's beyond what we'd call a "momentum car" surely, but you won't be mashing the gas and then the brakes between corners like a madman. The curves wake the car up, and it delivers exceptional grip—especially on the front end—for a car with a relatively skinny set of rubber. It is a pleasure to drive wherever you find yourself though, with a respectable 4.5-second 0-60 time that eats up the straight spaces between the turns where it really thrives. It's just so balanced, and not only in a corner-weighting way; put it on a rough patch of road and it won't shake you and itself to pieces like you might expect from a focused sports car such as this.

It's just sheer pleasure to see a windy road through the raked windscreen of the A110. Even better when you're in the middle of it, almost rotating the rear-mid-engine rear-wheel drive through the corners. It's flat and poised if you drive it correctly, but it isn't opposed to a little slippery mischief either, and once you do initiate a drift it doesn't end in frantic spins of the steering wheel and an abrupt return to grip, instead responding to measured inputs and rewarding them with smooth transitions. It's a car that makes you want to be a better driver not because it withholds its potential, but because it's so receptive to what you ask of it. You get the sense that its limits are simply your limits, that it will go as fast through the mountain passes as you're wont to try.

It's really quite amazing how Alpine's managed to more or less transpose the legendary original A110 to this new form, incorporating modernity with history, and starting the whole thing from scratch. So after the test drive in Provence, I then had participated in welcoming the new A110 and her chief engineer, David Twohig, to the Cars & Coffee in Monaco that following Sunday. It was a fitting place to finish the week of Alpine celebration. It's the continuation of an amazing story of ingenuity and beauty, and I'm so excited to play whatever part I can in its future. 🏆





# Barnfind Renault 10

by Philip Reid

**S**o, first of all, let's be clear. I am a French car fiend - I have owned Citroen DS' since I graduated college in 2004 and drive a Peugeot 505 turbodiesel wagon every day to work. With that said I was shocked to find out my husband has always wanted a Renault R10. Turns out he had wonderful childhood memories of his friend's mom driving them around in one in the mid 1970's and he loved how quirky and small they were. So when this little gem came up on barnfinds.com (with original Michelin tires no less!) he was ready to pull the trigger. The seller was great, he was totally open that the car had been sitting for a long time and there were no brakes but, per your own write up, it was clearly a very nice original car with NO RUST!

So, it seemed like it was meant to be! We bought Louis (his official name) and shipped him from Pennsylvania to Seattle. When he arrived, he was exactly as I expected to find. A nice, unmolested, but needing help - original. We drove him off the truck and up our driveway for an assessment. First off...as promised...no brakes. No pedal even, but the handbrake worked so there was that! All the rubber was original. The coolant hoses were solid rubber with no reinforcing cords and the original twist type clamps. The tool kit was there, so was the owners manual and registration from 1970. I noticed a howl from the water pump so it was time to source some parts.

Working the internet, and the fact we also have a Renault 4CV...different story...we were able to source a master cylinder from Argentina, a water pump from France, a water pump housing from Seattle (!!), new brake pads and caliper rebuild kits from California, and new brake hoses from France. We also sourced four new rims to put Firestone tires on so we could save the original wheels and Michelin tires.

First, I went to work on the brakes - I did all the work myself. The master cylinder was quite difficult to extract from the car. I felt like they started with a master cylinder and built a whole car around it! The sub-frame and front suspension made it really hard to get out. Patience paid off and, after re-installing the new master, I went to work on the calipers. They were VERY cruddy. I disassembled, wire brushed, honed, baked honed again, and rebuilt all four calipers. They are an interesting floating de-

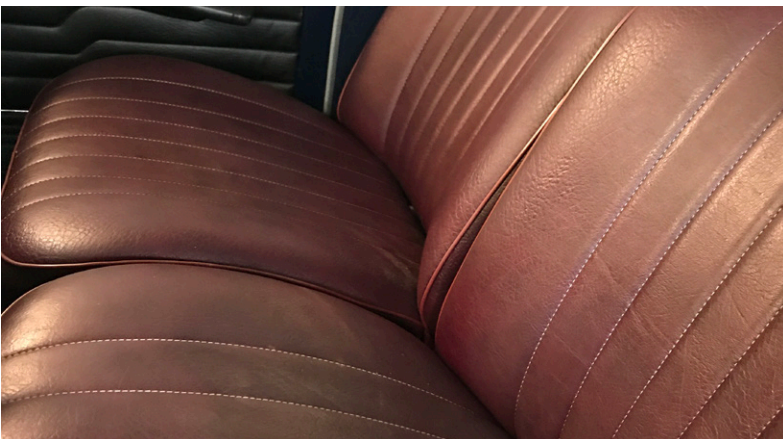






sign with one piston per caliper and cast in aluminum. With the brakes going, we were feeling bold so we decided to take a chance and drive him about 15 miles (plus a ferry crossing) to see some other French car friends.

All was going well. We zoomed down the highway, boarded the ferry, and just after disembarking - nearing the crest of a hill. Louis died. Quick road side diagnosis and it was clear there was no fuel being delivered. A call to AAA got it to our friends house where, after ordering an electric low-pressure fuel pump, we were able to get him off Vashon Island and back home to Seattle. That's when things really fell apart. All the original coolant hoses just split and started leaking like crazy!



It was at that point where he was taken off the road until everything could be gone thru. So, after replacing the fuel pump, all the coolant hoses, the water pump, housing, belts, and doing some cosmetic work at the radiator so it didn't look so rusty it was time for a road test! Except for the puddle of brake fluid coming out the left rear. Ahhh, c'est la vie. I happen to have another rebuild kit. Now that I had done it four times it was quick and easy to rebuild and seat the gaskets again and guess what? It stops really well! Four-wheel disc brakes are a bit overkill on a car this size but it does inspire confidence now!



I am happy to report that there are no electrical issues at all. The car has all functioning lights and works as designed. All that needed to be done was freshen up the brakes and coolant system. Then it was time to work on the paint.

Barnfind called it when they said it was too good to repaint. Fortunately, we live not far from Griotts headquarters where they are happy to have you bring a car down and give their opinion of the paint. They thought it would be easy to bring back and so, after some purchases I went to work. With the help of a friend and over the course of a weekend we went to work cleaning, polishing, waxing, and buffing all the paint, chrome, aluminum trim, and glass. The results speak for themselves. The car looks amazing, and has so far taken us all over town, zipping in and out of traffic, dealing with traffic jams, and buzzing along happily down the freeway! Now that everything is sorted I have learned they are quite simple and robust machines and I dare say I do not expect any trouble from little Louis for a long, long time!



Thanks Barnfinds! You've saved another!





## Renault Frères 2018

by Francisco Miranda

It was finally here, the time for the event that gathers both vintage and new Renaults and is open to all the clubs. The Alpine and the Gordini Sport clubs organized the event and put together a very nice show. The show was held in Plaza Cuicuilco, at the same place as the first Frères, so it was quite nostalgic. It was a smaller gathering, with some 40-50 cars where most attendees were happy to display their vehicles without all the extravagance of more recent Frères. Cars were parked according to eras, except for the Dinalpins, as those were gathered in one line other than a special three car display of blue, white and red Dinalpins making a French flag.

After parking was done, it was time for breakfast and a couple of tables were reserved to fit the big crowd. After breakfast, it was already time for the opening ceremony, so we had to hurry up to make sure everything was ready. After the speeches from the club's presidents and the guests from Renault were done, it was time for some relaxing French music, that played throughout the entire show.

Later on, Alberto Gironella arrived, in his Alpine A110 SC 1974 model. It was truly a beauty to behold and learn from! There was also a special display of diecast model cars. With plenty of different models of Renaults and Alpines in many scales to choose from. There were many different models that I had never seen before. Great!

The Renault distributor took part in the show and sent representatives to visit us, friendly faces from their sales and PR departments. They brought some prizes with them, and gave them out for correctly answering questions from a trivia contest. Jaime Hernandez from the Alpine Club, was the lucky person who won the first prize, answering a Dauphine trivia question. For winning he received a nice Renault jacket.

Next, Roger Roux, unveiled his Cacheux restored Dauphine 1090. The toit ouvrant is from 1961, and is a very rare version, as only a few were sold in Mexico. The car was painted a nice modern blue color, with the proper original style fabric for the interior. It had been fitted with a 1300 cc engine from a R5, maintaining the cooling radiator in the back, the fuel tank is fitted in the space provided for the spare tire. The spare tire was not yet fitted, but







it will eventually go in the trunk. Suspension and brakes came from an R8. The mechanical work, had been done by Jesus "Chucho" Dominguez and the body work by Miguel Cacheux.

In the event there were models from Dinalpins including: Berlinette, GT4s and Cabriolets, and Renaults including: R10, R12, R8 and R8S, R4L, Floride, 4CV, Alliance, and the new Clio Sport cars (a special invitation to the Clio Club). The Renault distributor also brought a couple of the new Renault APV's which are basically rebadged Samsung's from Korea. Many people visited and as always, happy and smiling faces could be seen everywhere.



We spent a nice long day ( from 8:00 AM until around 7:00 PM, however the time seemed to pass by very quick. It was nice to be able to enjoy talks with friends, along with enjoying some hors d'oeuvres and refreshments, beer or wine. A round of applause goes to the organizing committee, especially to Alex Cortes, who managed to put this together, even working from abroad. Thanks to all involved and we hope to participate in next year's event. Special thanks to the authorities of Plaza Cuicuilco whose help is invaluable to make this event possible. 🙏













## 1959 4cv Bunce/Buck H-Mod

by Marvin McFalls

**B**ack in 2009 I came in contact with a man named Bob Dustan. At the time I had spoken with him about his H-Mod Renault powered Devin, which now is part of the Lane Motor Museum collection. I soon discovered his Renault roots go all the way back to his childhood. He must have inherited them from his dad, as his father built a rear-engined Renault powered H-mod all the way back in 1959.

The body was designed by Bill and Ed Buck, and built by Bill Bunce. Bob's dad was good friends with Bunce and bought the body and brought it back to their home in Moses Lake, Washington, where they attached it to the 4CV chassis and drivetrain. His dad raced the car for a couple of seasons and then sold it to another unknown racer.

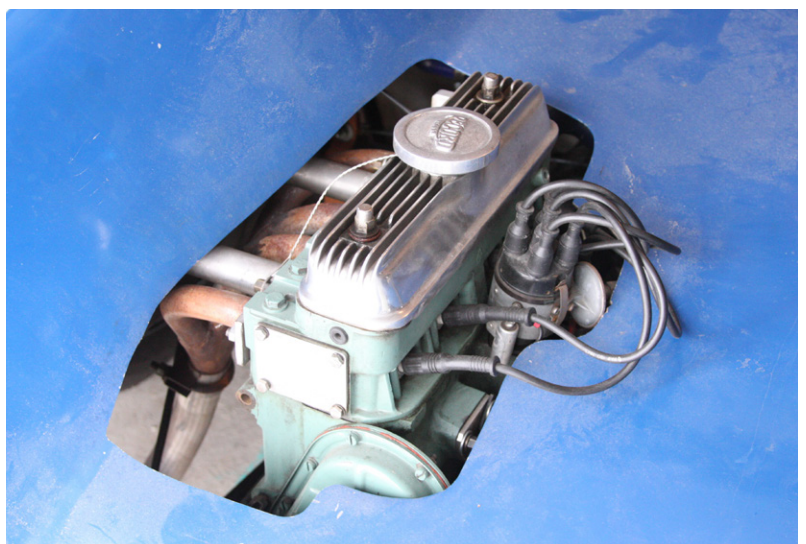
The car wasn't seen again until the early 21st century. At that time it came into the hands of Henry Morrison of New Mexico. Henry had found it on eBay and after a great deal of work brought it back to life. Bob Dustin was reunited with the car for the first time since 1961, at the 2009 Coronado Festival of Speed in San Diego. Henry did a great job of reviving the car while still preserving its original look.

Henry campaigned the car in the southwest for a number of years, until 2015. That year he sold the car to Richard Campbell, and the little H-Mod Renault moved from New Mexico to New York. Since purchasing the car, Richard has recommissioned it, changed the seat, revised the roll bar support, and unfortunately managed to accidentally break the windshield.

Since purchasing the car, Richard has had the car out on track at Lime Rock Park, and most recently competed in The Grand Ascent, a vintage car hillclimb, run in conjunction with the Elegance at Hershey. The event is held on the same site as the original Hershey Hillclimb. 🏆

*Editor's Notes: Along with the recent photos of the car provided by Richard Campbell, Bob Dustan was also able to find one when his dad still owned the car. Richard also included a link to a video from Lime Rock.*

Here is the link to one of his runs at Lime Rock:  
<https://www.youtube.com/watch?v=VVoPE6jpldw>





## 2018 Renault Reunion

by Marvin McFalls

**B**ack in 1998 we hosted our first event in Tennessee. At that time it had been many years since the last organized Renault meet had been held outside of California. My hope was to attract a large gathering of cars from the South, West, and the North. While Tennessee was quite a distance, we had people come from as far away as Florida to Texas, and even Canada. The success of that first event led to more events in the years that followed. After travelling to Ohio, Illinois, Wisconsin, Pennsylvania, five years later we decided to return to Tennessee for another meet. So over the years it has become a tradition that every five years we come back to Tennessee for a Renault Reunion.

In the past we have always had our Reunions in September or October. Historically this is the driest time of the year here in Tennessee. However, when we were invited to take part in the Fiats on the Dragon, we decided to move the gathering to the first weekend in April. Also to hopefully attract more participants we opened up the event to



all French cars, not only Renaults. While this is one of the wettest times of the year, we rolled the dice and hoped for the best. Unfortunately, the week of the show the weather was not looking good for the weekend. As has happened over the years, when the weather isn't good for our events, attendance is usually way off. However when attendance is down, those who attend, still have a great time.

We kicked the event off on Friday afternoon April 6th. Around noon Brent Bartley, Denise Shiveley, and Dan Barton all came down from Ohio. Brent trailed down his 1965 Renault 8. While Dan, who had originally planned to drive his Renault Caravelle, decided to just ride along due to the forecast. After unloading Brent's car and getting everyone checked into their hotels, we decided to go for a guided tour of Knoxville. Since Dan didn't bring his car, I let him drive my 403 Peugeot. Following a quick lunch at local Tex Mex place, we made our way downtown. Following the drive we returned to my house for cocktails, before heading to the traditional welcome dinner.

With rain now eminent, Dan rode with me in my four-door Renault Alliance, while Brent and Denise drove the R8. At dinner we were also joined by John Weaver, as well as John and Barbara Rigby. While they didn't drive their French cars, it was good start to the weekend. Following a great meal and French car conversations, everyone retired for the evening hoping the weather wouldn't be as wet as the local meteorologists were calling for. Also I went to meet up with club member, Bruce Hunter, who had driven in from Middle Tennessee, unfortunately in a modern car.

Saturday morning came with steady but not heavy rain. Since Bruce didn't bring his own French car, I let him drive my Renault 17 Gordini. Within a few minute of starting up the Gordini, and driving to our rendezvous point, it became clear that new wiper blades were going to be needed. So I left the Alliance, and went with Bruce down the street to the auto parts store. Luckily there was no one there a few minutes before eight and we were back to meet up point just as the R8 crew pulled in. After waiting a few minutes and no one else joined us, we decided to get on the road. 🚗



## Vanderbilt Renault Racing History (Part One)

by Marvin McFalls

To chronicle the racing history of the Vanderbilt Renaults, the best starting point would be with the man for which they are named, Mr. William K Vanderbilt Jr. Known as Willie K. to his friends, he was America's biggest proponent of automobile racing at the turn of the twentieth century. Willie K. was an excellent driver, winning a number of races held in the U.S. in 1900 and 1901. For the 1902 season, Vanderbilt moved onto the world racing stage first competing in the city to city race from Paris-Vienna. While his car had broken down on the way to Vienna, he was able to secure a third place finish later that summer in the Circuit des Ardennes race, as well as set the land speed record for the standing kilometer, reaching 69mph in his 60 hp Mors Type Z. In 1903, Vanderbilt entered the Paris-Madrid race, but failed to finish again due to mechanical issues.

While racing in Europe, Vanderbilt became familiar with the racers built by the Renault Frères. In the 1902 and 1903 city to city events in which Willie K had competed, the first cars to finish in both events were the Renault Frères. In 1902, Marcel Renault had won the Paris-Vienna event, and in 1903 company founder, Louis Renault, was the first car to reach Bordeaux where the race was cancelled. Unfortunately Marcel Renault was one of at least eight people to be killed in the race. Louis Renault decided to give up on racing following his brother's death, and put his remaining racers up for sale. While Vanderbilt appreciated these smaller Renaults, at that point he was driving much larger cars. While he really had enjoyed his Mors Type Z, he had recently moved up to the larger, more powerful 90 hp Mercedes.

By the time Vanderbilt returned from Europe, one of the Renault Frères Paris-Madrid racers had also made its way to New York. The Renault Type K racers now belonged to socialite, playboy and racer William Gould Brokaw, who many believe was the inspiration for F. Scott Fitzgerald's character Jay Gatsby. Brokaw had inherited a fortune reported to be around \$4.5 million. His circle of friends included the Astors, Whitneys, Guggenheims, and Morgans. All of his contemporaries were interested in racing, so a natural friendly rivalry had formed between W. Gould Brokaw and William K Vanderbilt Jr. first in horses, next yachts, and finally cars.

The two competed at Ormond Beach in 1904, Brokaw along with his professional driver Maurice G. Ber-



*W. Gould Brokaw behind the wheel of his 30hp Renault - from Hemmings Motor News*



*Maurice Bernin on the Type OB Renault - from Vanderbiltcupraces.com*

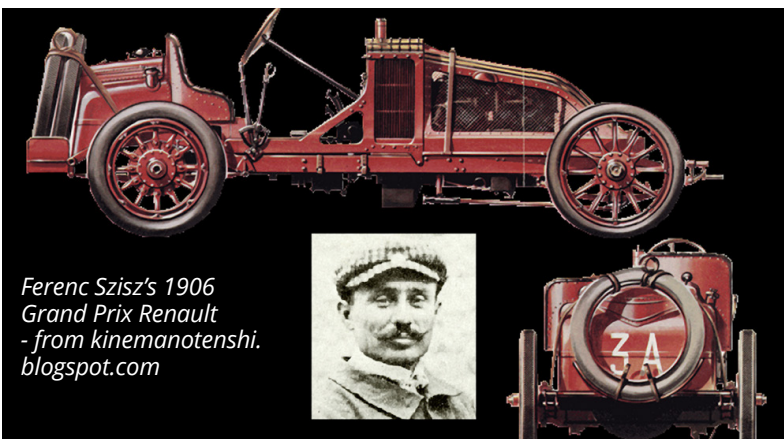


*Ferenc Szisz preparing for the 1905 Vanderbilt Cup - from Vanderbiltcupraces.com*

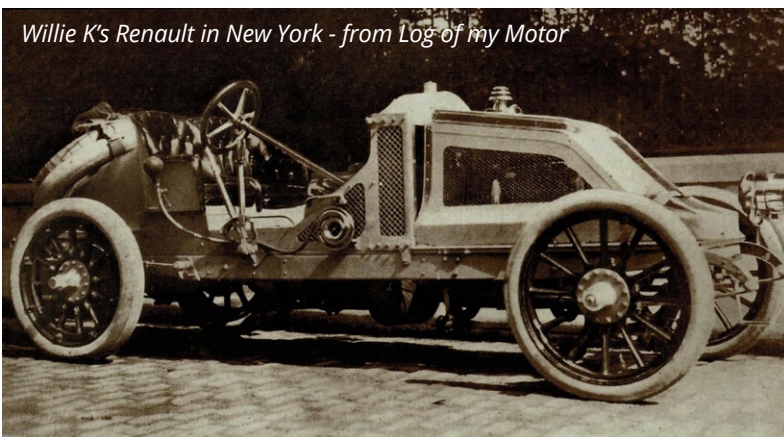




Ferenc Szisz Starting line for the 1905 Vanderbilt Cup - from Vanderbiltcupraces.com



Ferenc Szisz's 1906 Grand Prix Renault - from kinemanotenshi.blogspot.com



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



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

nin competed in Brokaw's 30 hp Renault, while Willie K. drove his 90 hp Mercedes. Each went on to win a number of races during the week's event, including Brokaw's win in the five-mile handicap race. However, top honors went William K. Vanderbilt, as he left Florida with the World record in the mile completing it in 39 second at 92 mph.

Following the record at Ormond Beach, Vanderbilt scaled back his racing schedule, as he dedicated most of his time that year to hosting his own race, the Vanderbilt Cup. The event would be held for the first time in Long Island, New York, that October. While Vanderbilt was making preparations for his race, Brokaw continued to campaign his Type K Renault for the rest of the season. While the 30hp Renault was competitive, winning a number of races with Bernin, as well as veteran American drivers William Wallace and Joe Tracy behind the wheel, while Bernin was in France on Brokaw's behalf.

It had become clear to Brokaw following Ormond Beach that if he was going to compete against the best in the world in Willie K.'s race he would need a more powerful car. Brokaw commissioned Renault to build him a new racer capable of winning the Vanderbilt Cup. A few weeks before the race, Brokaw introduced his new 90 hp Renault Type OB to the media in New York. While Brokaw's Renault performed well in practice, during the race on the second lap, Bernin was forced to retire after twisting his drive shaft. The race came down to two other French marques, the Panhard et Levassor driven by George Heath and the Clément-Bayard driven by Albert Clément Jr. Heath bet Clément by just over a minute in the inaugural event. The race was a huge success, and in the years that followed it would become the largest and most prestigious race in America, if not the world.

In the final race of the 1904 season on November 24, at the Eagle Rock Hill Climb in West Orange, New Jersey, Maurice Bernin finally was able to defeat William K. Vanderbilt Jr. in a race. Driving Brokaw's latest Renault, with a time of one minute twenty seconds flat, Brokaw had finally defeated his rival by the smallest of margins .6 of a second. Following the defeat Vanderbilt gave up competitive racing, as his name does not appear in the records of any races beyond this event.

For the 1905 season, Brokaw continued to campaign his Type OB Renault in America. In the second Vanderbilt Cup, Ferenc Szisz, had qualified in a nearly identical Type AF Renault. The biggest differences between it and Brokaw's car were the radiator and hood. Szisz was representing the Renault Frères in the race, and Brokaw allowed Szisz to use his car to practice, so not



to damage his racer before the main event. In the race, Szisz finished a respectable fifth, averaged 56 mph. The following winter Bernin and Brokaw kicked off the 1906 season with a race in Cuba in which their Renault finished second ahead of two Fiats and behind the Darracq. However, without his rival Willie K. to compete against Brokaw soon lost interest in auto racing and the Type OB Renault laid idle for most of the season.

With their relative success in the Gordon Bennett Trial and the Vanderbilt Cup, Renault's next creation was the Type AK. Renault had created their new racer for The First French Grand Prix, which was held on a 60-mile course near LeMans, France. Ferenc Szisz, went on to power Renault's latest racer past thirty-one other competitors to win the race. Vanderbilt was so impressed with the performance of this amazing new Renault racer that he commissioned Renault to build a smaller 2/3 scale version for himself and his friends.

In 1906, to meet the new standard for a stock car class, at least ten examples had to be created. At a cost of \$8,500 each, even though the price was great, they were able to sell the minimum number of examples to Willie K. and his friends. Vanderbilt Renault owners were the Who's Who of New York Society, including: H.P. Whitney, Willis MacCormick, Robert Guggenheim, W.E. Dodge, L.S. Thompson, Payne Whitney, E.R. Thomas, Roy Rainey, R.J. Collier, and F.W. Savin. Along with Vanderbilt that would make a total of eleven original owners according to advertisements put out by the Renault Dealer in New York.

The Vanderbilt Renaults were built on the smaller but taller riding Type AI chassis. First introduced in December 1905 at the Paris Motor Show, it was the flagship of the Renault Line. When the first Vanderbilt Cup Renault was introduced in July of 1907, it was classified as the Type AI, Series C, using the same 7.4 litre engine which had a bore of 130mm (5.1 inches) and a stroke of 140mm (5.5 inches), with shaft driven four-speed transmission. It had a shortened wheel base of 112- ½ inches. The Vanderbilt Renault was rated at a respectable 35/45 hp.

The Vanderbilt Renaults were delivered to Willie K and his friends in the summer of 1907. It appears that possibly a twelfth car was also entered in Morris Park 24 hour race on September 6 - 7 of that year. In the race, driver Maurice Bernin along with co-driver Paul LaCroix went on to victory. Completing an impressive 1,079 miles at an average speed of 45 mph for 24-hours, setting the American Circuit Track record. The Vanderbilt Renault was now not just a rich man's toy, it was also an endurance racing champion.



*Bernin and Lacroix at Morris Park Finish - from theoldmotor.com*



*Bernin and Lacroix Morris Park - from sportscardigest.com*



*Lewis Strang driving #17 - from Detroit Public Library*



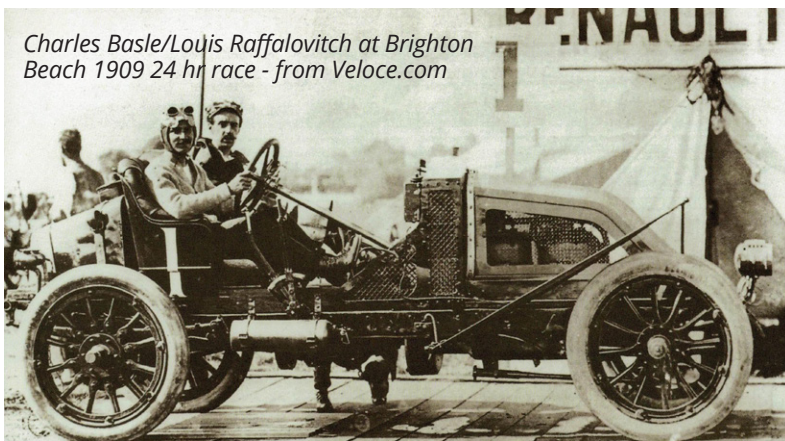
*Lewis Strang - from Vanderbiltcupraces.com*





Lewis Strang in the pits 1908 Motor Parkway Sweepstakes  
- from commons.wikimedia.org

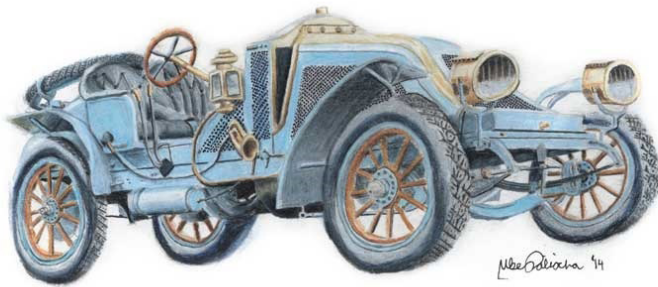
The biggest confusion surrounding these cars is how many original examples were built, or if any additional models were produced after the initial run. This comes from the fact that the Renault Dealer in New York, Paul LaCroix, who had handled the importation and delivery of the Vanderbilt Renaults, was listed as the owner of at least two Vanderbilt Renaults that raced representing the Renault Freres Selling Branch in numerous races over the next two seasons. Regrettably, as this was still the infancy of motor racing, there were no significant documentation as to which cars competed in what races, or if there was any documentation, it did not survive.



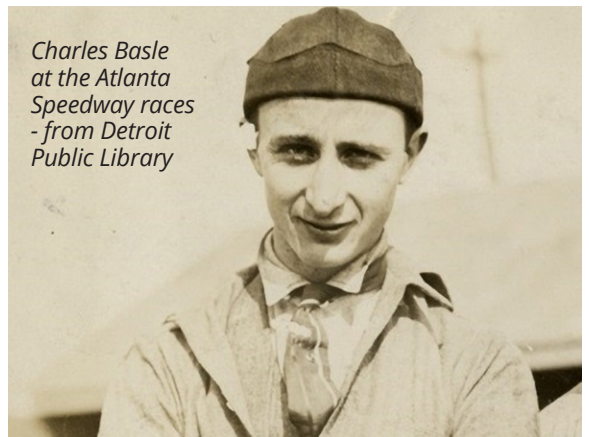
Charles Basle/Louis Raffalovitch at Brighton Beach 1909 24 hr race - from Veloce.com

To date it has never been confirmed if there was actually a twelfth original car or if more additional cars owned by the New York Renault Dealer were built at a later date, or if LaCroix was campaigning one or more of his customers' cars. LaCroix did advertise a Renault AI chassis was available for sale but the price was listed as \$6500 not the \$8500 reported to have been paid by Vanderbilt and friends. So while the exact number of the Renault Vanderbilt Racers built is not known, what has been confirmed is that Renault had set aside a total of 16 serial numbers for the series. 📌

(To be continued in next issue)



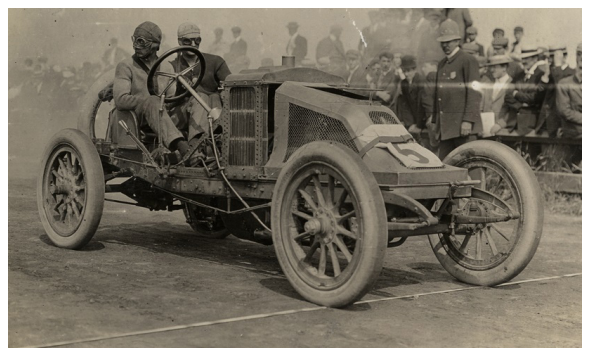
Artist's rendering of the Vanderbilt Renault - from www.ledsart.com



Charles Basle at the Atlanta Speedway races - from Detroit Public Library



Paul LaCroix and his wife 1909 New York to Boston run - from Detroit Public Library



Charles Basle at Boston Readville race - from Detroit Public Library



## The Back Page - Westbank Dauphine Gordini



This photo, by Mike Tippett, is from 1995 and the car is long gone now, probably disappeared at the end of the 1990s. Westbank BC, Canada just east of Kelowna (now called "West Kelowna").

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