

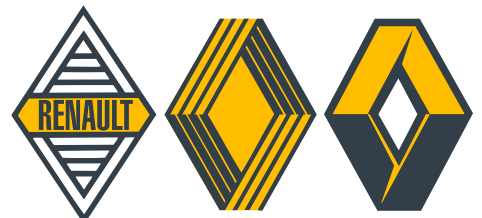
# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | Winter 2019 | 117



FRANCE & ITALY 2018

**Renault Owners  
Club** OF NORTH AMERICA





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## Dayton Concours 2018

by Marvin McFalls



Dayton has been on the Club event calendar since 2002, when around fifteen Renaults participated in their annual Orphan Car Show. For the third year in a row we have participated in the Dayton Concours with a French themed gathering, which has been hosted by local Renault Club members Brent Bartley and Dan Barton. Each year the duo tries to come up with new and interesting activities for car crazy individuals.

This year's event kicked off with a pizza party in Brent's man cave along with a tour of his collection of vintage cars and motorcycles. In attendance were Dan and Chris Barton, John and Barbara Rigby, Dan and Linda Dietz, Lloyd Mathis, as well as our host Brent and myself. Following the feast, we spent hours discussing all things mechanical until we could barely keep our eyes open. Finally, the party was recessed, but scheduled to reconvene in the morning.

Brent, Lloyd and myself, were all up a little past 7:00AM. Lloyd and I had been given the task of driving, two of Brent's cars to that morning's Cars and Coffee at the Carillon Brewing Company. As we were preparing the cars for the short drive, Garrick Costa arrived. He had driven over from Canton, and rode with Brent to the show in the Willys Interlagos Alpine, while Lloyd drove the Sunbeam Alpine Fastback, and I drove his Renault 8.

We arrived shortly before 8:00AM, as the cars were just starting to trickle in. We parked Brent's cars in the parking lot of the brewing company and decided to check out some of the cars. By 9:00AM the entire parking lot was full as well as the grass field across from it. A half hour later The Barton's and the Rigby's finally arrived, just in time to get spots near Brent's car in their Dauphine and Citroen SM. A few minutes later, another spot opened, and we were able to slide in the final French car in attendance in line. Doug Nief had brought his Simca 5. What crowd remained wanted to check out the interesting display, which made it quite difficult to get photos.

By 11:00 AM the show was over, and many were ready for lunch so we made the long walk across the lot to Carillon Brewing Company. Following a nice meal, we caravanned down the street to the British Transportation Museum. Brent drove us to the collection in his Sunbeam Alpine Fastback, leaving his other cars at in the lot. We were given a private tour



by the collection's curator, Pete Stroble. Everyone enjoyed the museum, particularly John Rigby, who told numerous stories about various models in the collection that he had also owned while living in England. I highly recommend a visit when you are in the area.

With a couple of hours before our next planned activity, Brent, Garrick, Lloyd and myself returned to the brewery to pick up Brent's cars and returned them to his house. On this trip Garrick, rode with me in the R8, definitely a change of pace from the tiny Alpine. We made it back and put away all of Brent's toys. When we made our way back downtown, I rode with Lloyd who wanted to gas up his vehicle so he would be ready to leave after the show on Sunday.

By the time we made it back downtown it was time to meet up for our next activity. Unfortunately, not knowing the area I guided us on a misadventure before Lloyd and I finally made it to our destination. Dan had arranged for a guided tour of downtown Dayton on the Pedal Wagon, a ten-person bicycle/bar that travels around the restaurant district. On the two-hour tour, we had the opportunity to stop at three different watering holes, for drinks. By the end of our tour, with all of that pedaling, we had worked up an appetite and made our way over to a local French restaurant for dinner. Following a wonderful meal with delightful conversation, we were all ready to call it an evening.

On Sunday morning I arose early, however Dan was already up preparing breakfast for everyone. By 8:00 AM, Brent, Garrick, Lloyd, Chris, John and Barbara had also arrived, so we all sat down for a wonderful meal. Fully fueled, we then made our way to Carillon Park. Entered in the show were John and Barbara Rigby's Citroen SM, Dan and Chris Barton's Renault Dauphine, and my Renault 17 Gordini. We put our cars in line and gave them some last-minute detailing. As none of our cars were being judged, we had the opportunity to check out some of the other cars on hand.

As we made our way through the various classes, Brent ran into some friends from his hometown historical society. They were displaying a horseless carriage that had been originally built in Miamisburg, Ohio and had just gone through a lengthy restoration. They allowed Brent to sit in the carriage and even started it up. It is amazing how far cars have come in more than a century.

As morning turned to afternoon, I received a text from Phil Ross. He was nearing Carillon Park, so I







went to the front of the Museum to meet him. Phil had attended our very first event, way back in 1998 where he drove his R8 Gordini, and had been to a number of events since, but not recently. It was great to see him again, and we immediately went back to the cars to meet up with the gang. The long overdue reunion went well, and then Phil went off with another friend who had also come to the show to check out the cars.

As the day continued to fly by, cars started to make their way to the awards stand to receive their prizes. No one was surprised when a BMW won our class. About that time, Steve Brown came walking by. Steve had brought his 2cv to the show a few years back when French cars were the featured marque. Steve has a place only a few hours away, so he popped in for a visit. It was nice to see him again, and hopefully next year he will enter a car again.

So, we continued to hang out until the final award was given. This year's best of show went to a 1931 Buick 94 Sport Roadster. Following the show Brent, Garrick and I returned to Brent's house. About that time Phil Ross also joined us, after helping me load my car, Brent took Phil on the tour of his collection and then we returned to his man cave to relax before meeting up for our farewell dinner.

We then made our way to one of Brent's favorite restaurants a BBQ place called Bullwinkles. Many of the usual suspects were in attendance including the Barton, Dietz and Rigby couples, as well as Brent, Garrick, Phil, and myself. Following another fabulous meal, we gave our final farewells but left it open to get together again next year. So, if you haven't been to any of our previous Dayton meets we have held over the years, start making plans to join us next year. Who knows what Brent and Dan will come up with for next year's gathering? 🍷





# The Best of France and Italy 2018

by Sharon Desplaines

What a beautiful and pleasant trip from, Santee to Frazier Park, CA. Fall was in the air.

This is our annual drive for Jock and I to spend three to four days with Dene and Pat Barrett in our house which we have adopted. We began each morning with a nice walk and then stopped at the Falcon Crest for our morning coffee and a late breakfast.

On Friday we had our annual spaghetti dinner which I make and take each year along with a delicious dessert. I took a Fall Bundt Cake with apple and date streusel and sticky toffee glaze. It was pretty good if I have to say so myself. Oh, Pat topped it off with ice cream.

Sunday morning, Jock and I headed out for our annual breakfast with members at Jerry's Deli, near Woodley Park. Dene and Pat left a little later.

As usual I got lost and we drove around for about forty five minutes. Pat then phoned to see what was up. Shortly after her call I had to call her back to help us arrive at Jerry's, where everyone was getting a little nervous because I had the checkbook to pay the tab.

Unfortunately the breakfast attendance was rather low this year but those who were in attendance were Don Contreras, Joe Hernandez, both with '67 Caravelles, Dene and Pat, Chris Davidson, Tanya and Kevin from San Francisco, who were first place winners of the car show last year.

Also in attendance was Guy and I must apologize I didn't get his guests name, Jeff Robinson from San Francisco and last but not least, our Fantastic General Administer, Publisher, Webmaster and a tremendous helper to me, non-other than Kurt Triffet who had just returned from France.

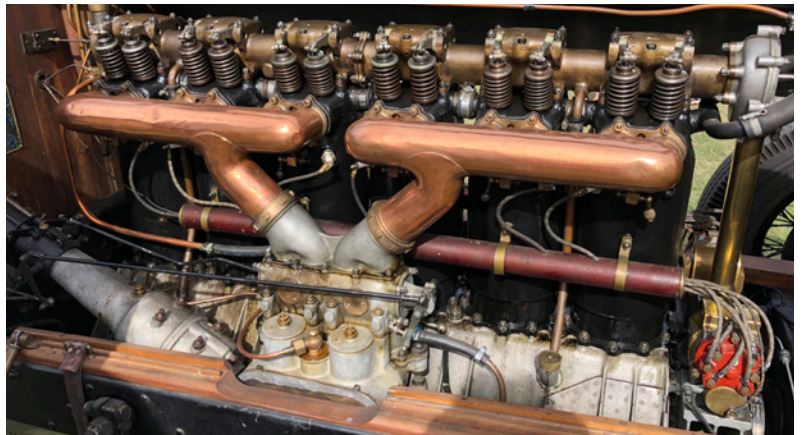
Hope to see everyone at next year's French Italian Car Show on November 3, 2019. Mark your calendars TODAY! You can check the French Italian Car Show site to make sure the date doesn't change. 💡

































## Goodbye Gordi

by Jacques Lynn

**A**t 55mph there was a "BANG". I was in the right lane crossing a two lane bridge. Desperately I tried to correct my direction but to no avail. Gordi hit the bridge railing with its right front fender. It then bounced off and headed for the other side. I was spinning in circles across two lanes of one way traffic, finally smacking into the other side and coming to rest.

Before I had a chance to get out a uniformed E.M.T. was at my window. They had been right behind.

"How many fingers do you see?"... "Where are you?" I answered "El Cajon ... San Diego."

He nodded. Another medic had meanwhile bandaged a small scratch on my forearm. They wanted to put me in their ambulance which I had to refuse several times. The police arrived and further questioned me. then came the tow truck.

Gordi was my special Renault Dauphine. Its right front wheel was so bent it had to be towed on its rear wheels. I put it in neutral. All four fenders were severely dented. Two had been pushed past the inner wheel well ... Such a loss! There was my transplanted 1108cc R10 motor, a four speed synchro 330 transmission, disc brakes, a sun roof, and the two tone paint with upholstery to match. The rear tires looked brand new but were old. That was the problem. They had come along with a load of old Renault parts I'd picked up in Los Angeles. My right rear tire had blown.

At this point I was approached by a man whose car was parked just beyond the bridge on the gravel siding. He asked me to come look at it. Its chrome plastic grill was shattered with pieces scattered on his bumper. The driver's door had a small dent. Considering I had been driving on his right when the tire blew, I must have hit him in a spin bouncing off the bridge. It all happened so fast! We exchanged information and then Gordi and I went home with the tow truck.

The ramifications of the accident were to follow. I had received no ticket, but my insurance covered the other drivers somewhat dubious claim of \$50,000 personal injury, my maximum coverage. Then his lawyer demanded I list all my assets which I ignored. They persisted in hounding me until I got my lawyer to rebuke them. I was covered and that was the end of it along with my good old friend Gordi. 📌





## Rosier Motto Renaults

by Marvin McFalls



As most readers now know I enjoy a good car mystery, and one of my earliest unravelings involved a car known as the Rogue. The Rogue was designed by Louis Rosier, a well-known post-war French racer and owner of Ecurie Rosier. Rosier's Renault dealership in Clermont-Ferrand was one of the largest Renault dealerships in France.

In 1953 Motto built the Rosier 4CV Barquette. It competed at Le Mans, winning its class and finished twenty third overall. Soon a street car version was produced by Motto, with the notable features of Borrani wire wheels. Next a mold was made of the new car, and in March of 1954 the Rogue was shown at the New York International Motor Sports Show. It was a door less version of Rosier and Motto's Barquette produced in fiberglass in association with Plasticar Inc. of Doylestown, Pennsylvania USA.

Plans were made for a modest initial run of at least one hundred examples of the Rogue, and Plasticar sourced the work to Kish Industries in Grand Rapids, Michigan. A fire ended their plans and only one example was ever completed in Michigan. Amazing both the New York Auto Show car and the Kish built car, nicknamed the Commander still remain.

As it turns out the Rosier Motto Barquette racer and the prototype that followed were not the first cars collaborated on by the duo. In 1952 Rosier designed and commissioned Motto of Torino, Italy to construct a two-seat aluminum bodied coupe on a 4CV chassis. After racing this car, Rosier soon learned that the coupe would be too expensive to be produced as a street car. However, like the two fiberglass cars built in the USA, the original racing coupe also still exists and was recently beautifully displayed.

Following the failure of the Rogue, Rosier and Motto designed and produced two more aluminum bodied coupe based on 4cv chassis first in 1954 and again in 1955 but neither were commercially viable due to their diminutive 747cc power plant. Rocco Motto had developed a close relationship with Louis Rosier, and the pair looked for a platform capable of supporting France's first post war sports car.

The Frégate was conceived following the War. Renault needed a new modern, top of the marques model. Initially, the car was to be rear-engined like 4CV, but Renault abandoned the rear-engined design and



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decided to go with a hastily built chassis with engine mounted ahead of the driver. From its first appearance late in 1950 through 1954 it never found significant market share against the venerable Citroen Traction Avant. What penetration it had made was quickly eroded with the introduction of the Citroen DS and Peugeot 403 the following year.

Though the Frégate was probably not the best platform to build their next special coupe on, Rosier was committed to Renault for his chassis so he and Motto made the best with what they had to work with. Rosier designed an elegant car and Motto finished it in aluminum and added wire wheels for a touch of class. In 1956 they unveiled their creation and it is said that they were produced in a limited series. At least one example still remains.

Hopefully over the next months and years more can be learned about the special bodied Rosier Motto Renaults. I look forward to sharing what I discover. 💎





## Two Oldest Renaults in Australia

by John Waterhouse



I thought it would be interesting to do a report on Australia's oldest Renaults. They are both quite lovely cars. The first is owned by a local man (with ample funds it seems!) named Alan Tribe. Tribe has had a truly superb restoration done on the first Renault ever to come to Western Australia. It is a 1903 Type N, the road-going version of the 1902 Paris - Vienna car and it has been bodied as a Paris-Vienna race car.

Tribe and his team also plan to make a replica of the original open, four-seater bodywork, since they have good photographs of the car. If you read the board you'll see it did some pretty pioneering remote area work - not bad for a drip-feed engine! It obviously spent time in the remote Goldfields areas, where there would have been coach tracks at best. Quite remarkable. Tribe drove this car in last year's London to Brighton Run and was at Pebble Beach with his Lagonda recently I gather. Tribe is a pleasant guy as I had the opportunity to speak with him briefly.



I've also had a long ride on the local Renault Type A on public roads (very few of us on the planet can make this claim). 17 mph on a flat road, two-up! It is quite remarkable that we have either of these cars in Perth, let alone both of them. Depending upon which are genuine, there may be only five or six Type A cars left, and I think this one would be the only one that can be driven on the road. It has probably done hundreds of kilometers in its testing after rebuilding was finally completed. It also participated in last year's London-Brighton event. 🏆





## A Dream Fulfilled in a Renault R5 Turbo 2

by Eric Charnholm

**3**7 years is a long time to wait to scratch an itch. Not just any itch. The mother of all itches for I had been holding out for just the right Renault 5 Turbo since, well, since Snake Plissken Escaped from New York. This obsession all started in 1980 when Radio Shack offered this weird little Renault remote control car... the R5 Turbo. I was totally into sliding that little R/C car around my driveway and that led to drawings of the car in High School drafting class and a lifelong obsession with the box flared bizarreness that it is. I have seen four in the flesh, and have tried speaking with their owners to varying degrees of success and even attempted to create my own R5T when I built a mid-engine, RWD 1961 Austin Mini. Still, that itch persisted.

Now like many of you, I enjoy filtering through all the fantastic cars offered on BringaTrailer auctions every week. The commentary at the bottom of each listing is the best source of both banter and information on any car site and it is fun to dream about the vehicles we'd all love to own. But with every great car on the site only one kept me on alert. Every morning I'd look on the BaT site in hopes it would pop its head out of its secluded burrow. A simple blue Renault 5 Turbo II.

The day of the auction was a stressful affair and I thought I had all my ducks in a row to pull the trigger on my dream but turns out some divine intervention (in the form of my lovely wife Lisa) was needed to pull this off. And when the final seconds ticked away, we held our collective breathes. We had won. The wave of disbelief swept over me as Lisa looked on. All the decades of thinking about this moment came at me like the ultimate reality punch. I may have wept.

Two weeks later I'm on a plane to Seattle to pick up the car and drive, yes DRIVE it home. Trailering a car like this 1645 miles home is like owning a race horse so your friends' spoiled kids can come over and sit on it. This car was MADE for the roads leading home, the only question, would it make it? And the answer to that question was, "Yea, pretty much". I mean, it is French. You didn't expect this story to just go without incident did you?

Day one from Seattle to Bend Oregon was a 4 a.m., 6 hours slog in the rain in a car with a well-earned reputation for swapping ends. But the car did not exhibit any of these traits and instead surprised in both a quiet cabin and good ride quality. Don't get me wrong,

the car has a baritone engine note totally out of context with its sub 1400cc engine and the sound on the overrun is just fantastic. But it is a lovely little interstate cruiser. Steering is most certainly slow compared to current cars but it is so direct and the steering feel is simply stellar. One reason for this is that the steering column itself is very resistant to flex so all the driver feels is what is happening through the actual connections to the wheels. Granted, the gauge pod is not at all centered with the steering column so you get the sense that you are slanted off to the left. The trick is simply to drive, ignoring the funky ergonomics. The shifter is similarly surprising as visually it looks as if it is too long to be an accurate tool for the job but it is remarkably direct in its connection.

As the little Renault and I approached the outskirts of Bend Oregon a low RPM stumble started to rear its ugly head. It worsened to the point where I pulled over into the confines of Bend's friendly Porsche dealership which just happens to be one of a select handful of Porsche Classic Service Centers in the nation. Now because the Renault R5T uses basically the same Bosch CIS fuel injection system as older Porsche's two incredibly kind gentlemen at the Classic Center helped find the issue (vacuum leak) and got me back on the road in a blink. My sincere thanks goes out to Mike and Steve over at Porsche Classic for going over and above. Not only did the car behave perfectly on the ride home but without their help the car would have ended up on an auto transport and I would have missed out on some of the best memories of my life. I am ever so grateful.

After a few days mountain biking in Bend (...bicycle was shipped ahead and fit in the Renault perfectly) I headed south some 478 miles down through the upper reaches of California and into the northern tip of Napa California wine country and into Santa Rosa CA. Highway 20 cuts west from I-5 and is a ribbon of golden perfection like something you'd envision in a California travel brochure. But by a margin of 10, the best roads were yet to come.

Highway 1 runs up and down the California coast and the beauty and fun it can offer can be in direct contrast to the number of people using it. With almost 40 million people in the state there are precious few places to go enjoy a drive without delay. But I know a place. A place I like to call "God's Racetrack". It is a largely untraveled, perversely sexy gift of a road offering big elevation changes, straights bookended by decreasing radius hairpins and death defying drops that make





for a driving scenario where you rarely see 3rd gear, perfect for lightweight, short wheelbase cars like the Renault R5 Turbo.

The car revealed itself fully in this environment demanding to be kept at 3500 rpm and above to keep that turbo on boil. The Michelin TRX tires, a product of 80's engineering, hung on much better than their reputation and seemed to be a good match for the 2138lb Matchbox they were supporting. You could plant your foot prior to mid apex and as the turbo spooled you'd launch out of the corner with just a hint of slide from the rear. But if you over cook the entrance to a corner and don't get on the throttle that tail behaves much like a 70's Porsche 930 Turbo. In fact the whole driving experience of the R5T reminds me of a 930. Tons of turbo lag and then BANG! All the power in one big helping and, with that 60/40 weight distribution, you do get the sense that the thing is always plotting on you. Lulling you into a false sense of stability and security. It is both very rewarding as a driver's car and a reminder that the modern, all-around performance machines we enjoy today all came from the experimentation projects such as this French hatchback.

Taking a break from the twisties I pulled into a small coastal town where an enthusiastic Frenchman approached exclaiming "Monsieur! I do not believe it! Where did you get this? What a car!" We spoke over a coffee as others approached asking questions about the odd little car. And this scene was to be repeated all along the route home with people responding to the car in an almost uncontrollable way. A number of onlookers even asked "Is it real?" Not even sure what they meant.

Pulling into our driveway, my lovely wife was waiting. Evidence of our adventure spilled all over my face and the cars surface. Bugs, streaks of weather littered the outside of the car and you couldn't help but get the feeling the car had been waiting for someone to just take it out and exercise it. Things that were stiff and reluctant to perform at the beginning of the journey were now in full operation. The car returned 22.2 mpg on the trip even with a few 14.5 mpg sectors, used no oil, lost no tire pressure (Fun fact: Renault recommends only 21psi front and 29psi rear) and outside of the vacuum leak hiccup, ran flawlessly. And after all the years of dreaming of what it would be like to own and drive the wild R5 Turbo I was able to finally come to the realization that it was even better than I had dreamt. A charmer of a car with really no peers as there are few cars as mad and yet as normal all at the same time. Is it a perfect car? No. But it is perfect for me. 🏆



# Retromobile Mexico 2018

by Francisco Miranda

**E**nd of year is here, and it is the time for the annual big event of the Federation of Antique and Collectible Vehicles, Retromobile Mexico 2018, held last 30/11, 1 & 2/12 at the Centro de Espectáculo y Congresos from the UNAM (National Autonomous University of Mexico).

Alejandro Cortés explained to us that it took about six months planning of each of these non-profit events, with the collaboration of 8 persons from the Federation and other 8 from the University's authorities. At event time, staff was around 50.

For the "tropical look" a total of 2 metric tons (about 409 lbs) of sand were scattered in the display areas, but even this carried a bit of a problem, as it had to be carried in sacks and wheelbarrows, in order to not destroy the carpeted floor!

We were invited to the opening cocktail party, so I met at my home with Alejandro Konstantonis for lunch and then we drove to the University's grounds. A beautiful clean afternoon in which we could see the volcanoes in its full glory in the background.

At arrival we were amused with the beautiful cars displayed. 104 cars in total from different makes, most in showroom condition. It is not usual to see some cars that owners keep them under roof and not commonly displayed in these sorts of events.

The Alpine Club proudly represented this time by Mario Arturo Arevalo's just finished restoration of this A110 Cabriolet. Original beautiful color that fits this classical perfectly. 1966 model with 1300 cc engine fitted, but all the other systems are factory standard. The wheels are Alpine Boutique replacements, not a very common accessory to be found nowadays.

The Gordini Club was represented by Roger Roux with his beautiful pistachio green Floride S, 1962 model, 956 cc. This was the model in steroids between the Floride and the Caravelle. Roger is the third owner of this car, being the original owner a lady that kept it for many years, then Miguel Cacheux bought it and repaired (not restored) minor rust problems and gave a paint job to the decayed original.

This time Renault was very well represented with such beautiful cars!







I most congratulate the Federation for making possible this annual event that we enjoy so much. Watching so many rare pieces and getting to know so many collectors. Again, an opportunity to meet with friends and enjoy hors d'oeuvres and a nice glass of wine (courtesy of Alejandro Cortés' business).

I had a great time walking through the hallways and learning details from Alejandro Konstantonis' vast knowledge of rare pieces and even details from the owner's records. He knows so many people of the car world, it's amazing! 📌

















## EURO Auto Festival 2018

by Kurt Triffet



**E**URO is arguably the most important all-European auto festival on the East Coast. Now in its 23rd year, the festival attracts well over 400 European cars from all over the country. The event is held in Greenville, South Carolina (which is in the foothills of the Blue Ridge Mountains) and thousands of spectators come from far and wide to get a glimpse of one of the finest and most-diverse auto lineups anywhere.

EURO is held at The Preserve at Verdae, which provides a user-friendly, picturesque golf course backdrop. The combination of rolling fairways and rolling automotive history is simply breathtaking. Whether you're a lifelong car junkie or just looking for something to do on a Saturday, EURO does not disappoint.

Throughout the course, you'll see dozens of makes of cars... some so rare that they only make public appearances a few times a year. Others are familiar makes that bring back memories and inspire new ones. In addition to cars, show-goers can experience European food and culture, as well as automotive-related merchandise and souvenirs.

This year, EURO celebrated the Cars of Italy. Whether it was an older Renault with plenty of miles, or a brand new La Ferrari, it had a reserved spot on the field. 🇮🇹





# My 4CV

by John Komorous

I have enclosed some photos of PIERRE with a little description of them. Keep the photos for your library, and use whatever you feel, would apply to the Renault News.

As I finish more of the Restoration you will receive more. The story of this vehicle could probably go for three or four chapters. That however is up to you and your staff.

I mentioned I belong to the Renault Classic Car Club In the UK. I sent some photos to them, some months ago, and I was very surprised when they showed up in the latest copy of the club magazine! 💎





## Visit to La Boutique - L'Atelier Renault Champs Elysées

by Kurt Triffet



In late October of last year, I had the great pleasure to visit the Renault Boutique on the Champs Elysées in Paris one evening. I was able to chat with the staff and view all the vehicles on display. Fun to watch the vintage Renault advertisements on the huge screen TV, where they featured my car, the Caravelle. I purchased two more model Caravelles from the boutique for my collection as my souvenir of the visit. For those of us in the US where Renault has not been for many years, this was like visiting Disneyland. 🇫🇷





## The Back Page - Dauphine



Illustration for a print ad for the Dauphine in Mexico.

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