

Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | **SPRING/SUMMER 2019** | 118



CARLISLE 2019

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



spring/summer 2019 | **IN THIS ISSUE**

Back to the Past 2019	3	Renault 4CV Jolly	18
The Starting Race Flag of Assistance.	4	The Miss Renault Story	20
Carlisle 2019	6	Rétromobile 2019 - Renault, 40 Years of Turbos	23
Renault Frères 2019	11	Southwest Unique Little Car Show 2019	26
La Gala Internacional del Automovil 2019	14	Back Page - Dauphine at Sebring	28

Password for spring/summer 2019: **joker**
Use this to access the Members Only area of renaultclub.us

Renault Owners Club of North America

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

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

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

New Members

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

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

Renewals-Registry Information and Address Changes

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

Classified Ads

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

Marketplace display ads available

Renault Club Discussion Forum

renaultclub.us/letstalk
Articles, Letters, Correspondence
 Marvin McFalls, 4800 Ball Camp Pike, Knoxville TN 37921
 Tel: 865-387-1004 • moose01@earthlink.net

Newsletter Production & Publishing; Website Design

Triffet Design Group • www.triffetdesign.com
 Tel: 805 658-8646 • info@triffetdesign.com

Back Issue Requests

Order back issues on CD online at club website.

Issues 1 to 57 only \$7
 Individual hard copies US\$2 each:
 Michael Muller, 4907 Meridian Ave. North,
 Seattle, WA 98103 • m_muller22@hotmail.com

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

Technical Advisors

4CV, Dauphine, R10, Caravelle Jacques Lynn, 13839
 Hwy 8 Bus., El Cajon, CA 92021 • Tel: 619 561-6687
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

Racing Tech

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

Alpine Renault Registered Owner's Association

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108
 Tel: 815 455-1944 • 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

Back to the Past

by Francisco Miranda

This year the "Volver al Pasado" or "Back to the Past" event was back at the National University UNAM. With three events programmed the same weekend, it was difficult for many of us to attend to all, so this year only Teodoro Hernandez, represented the Alpine Club and for the Gordini Sport Club, Ricardo Rodriguez, interesting both club reps came with their red A110L-GT4s, and also in attendance was Javier Gonzalez with his blue A110 Cabriolet.

Organizers reported nearly 60,000 spectators attended the event. As in previous years, a music show, memorabilia, car parts and food vendors were all present. Also there was a Dance Contest that has become a major attraction and every time more people participate dressed up in vintage clothing.

Photos courtesy of Teodoro Hernandez 📷



Un Banderazo de Ayuda - "A Starting Race Flag of Assistance"

by Mauricio Peña

An initiative presented by Mauricio Peña of the Alpine Club along with the Gordini's representatives Hugo Gonzalez and Roger Roux, the clubs celebrated World Down Syndrome Day. In their honor a caravan was organized to bring a bit of help to children with Down's Syndrome at the Integracion Down I.A.P. Foundation.

As shown in the picture, Carlos Calvillo, Teodoro Gonzalez, Alejandro Cortes, Mauricio Peña and Hugo Gonzalez had a wonderful time sharing a nice afternoon with the kids, who were happy enjoying their cars and were appreciative of the hygiene items and gifts they receiving from the clubs.

The group was very well received by the management and staff of the facility, as wells parents and some of the children who attend this institute. We were given a tour of the facilities, and were told about the wide variety of services and activities they provide. In return, we share with them our passion for old cars, as well as deliver the package of items that were donated to the institution.

A big round of applause to all involved!

Photos courtesy of Teodoro Hernandez and Mauricio Peña 📷





30 de marzo de 2019, 17 hrs
¡Participa!

Carlisle 2019

by Marvin McFalls

This was the ninth year that we have had a display in Building R, and starting two years ago we have had the opportunity to use both sides of the building. So we now have two unique invitational display areas as well as space for our Charity dinner without having to move out too many of our Invitational vehicles. So for this year's displays, we thought outside the box. We came up with featuring Alpine, Renault sporting division, as well as Motorized Bikes and Scooters, a first in the long history of the show. Usually we leave on Friday, but with this added setup I decided to leave two days early to get the vehicles ready for the Invitational Display and the Charity Dinner. So on Wednesday morning I left Knoxville around 9:00 AM in the Toys for Tot step-van with my Honda Cub Trail and everything else we needed to put on a show. After a few short delays, I arrived in Carlisle a little after 6:00 PM.

I awoke early on Thursday, and began preparing the building. By 9:00AM, Rob Kane arrived with no less than ten motorized bikes and scooters, after preparing them, he headed back to Hershey. Around noon, we had our first car to arrive. It was Lee Weaver who had brought his 1986 Alliance that was in need of repair after breaking a timing belt. Luckily for Lee we had arranged to repair the car in our seminar. Within a few minutes, Brad Stevens, had also arrived with our first invitation vehicle. Then came Walter Koopman, who was preparing a special display in honor of our featured marque, Alpine. Next, Nick Dimopoulos arrived with his Renault 5 in Alpine trim along with a Garelli motorized bike and Honda Passport scooter. Roland Henry arrived with three German Scooters from Duerkopp, NSU and Zundapp, as well as our only American, a Salsbury. Last but not least was Sandy Lea, who brought his five-door Encore.

With all the early arrivers in place, we made our way to building Y to check out the Century of Citroen display, then at 6:00PM walked over to Building T for a Pizza Party. We immediately ran into my neighbors John and Barbara Rigby, who had also travelled from Knoxville bringing their Citroen DS 23. As day turned to night we decided to call the party early and plan to meet for breakfast. With everyone now fed, we then had to make sure that everyone made it to their hotels.

We awoke early the next morning and John Vogler and I went to meet everyone at the Middlesex Diner, following another good meal we went back over





to the fairgrounds. We had a few more Renaults arrive including Nick Chennell with his R18 Sportwagon, as well as Don McLaughlin who brought his GTA coupe. Already waiting for us at the building was Brent Bartley and Denise Shively along with Chris and Dan Barton who came in from Dayton, Ohio. First Brent unloaded his 1966 Alpine 108 Willys Interlagos, then he pulled out his 1899 De Dion Bouton motorized bike which would become the centerpiece of the two-wheeled display. Once we placed Brent's bike within only a few minutes all the other bikes were placed around it. Also to round out our Scooter display, Tony Concepcion, brought his Honda scooter.

As the day went on more cars were added to the displays in Building R, first was Mike Deak with his Alpine GTA V6 Turbo, and then Norm Presser with his red A310. Also our showfield display was starting to shape up as Eddie Palaghita arrive in his Dacia and Claude Vancea arrived in his R12 wagon. Next to arrive was Renault Quebec's contribution to the display including Nicolas Reichenbach in his R4 TL which would also be in the showfield, and his Solex 3800 which was part of the motorized bike display, as well as Stephan and Guillaume Larivee who hauled down the IWL Pitty from Montreal. Next to join the festivities was Tom Gross in his Red GTA Convertible. Then came George Thompson, who had driven his 1987 GTA coupe up from D.C. Then came Hector Lopez who drove his Alliance Convertible, and Steve Radovanovich in his five-door Encore.

With all the cars now in place, it was time for the broken timing belt seminar. As anyone who owns an interference engine knows, when the timing belt breaks the damage can be extensive. For this presentation, Nick Dimopoulos led the repair team and he was assisted by Lee Weaver, as well as Lee's daughter. Following the seminar we had two more Renault owners arrive. Joe Wagner and Linda Connell, but in a rental car as Linda's Alliance broke down. Lastly, Lloyd Mathis, finally made it back to the show, after spending much of the day dropping off a Renault 17 and picking up some windshields. With everyone now here, it was time to start preparing for our Charity Dinner.

It was a real team effort as Sandy and his crew setup the serving lines, and John Vogler heated everything on the grill, I worked on the tables and chairs. This year Sandy Lea and Everett Lo out did themselves with a fabulous BBQ dinner. With the Citroen club busy with their 100th Anniversary we took the opportunity to invite some other friends to join us. We chose the Meyers Manx club, and they made great guests. While everyone was getting food, Denise and Chris sold raffle tickets to raise money for Toys for Tots. Once everyone finished eating, we announced the raffle winners then started the movie Tucker, The Man and His Dream. Once

the movie ended we cleaned up and called it a night.

As Saturday morning came, much to our surprise the sun was shining. It had been a few years since we had a sunny Saturday. So off everyone went to the Middlesex Diner. As always Joe Wagner and Linda Connell welcomed everyone. After enjoying breakfast and conversation everyone caravanned to the fairgrounds. As they were getting the cars lined up with the assistance of Steve Radovanovich, we were preparing the Toys for Tots display in the Two-wheeler building. Finally our last vehicles arrived, Jimmy Nacmias who drove his two-door Alliance and Frank Montana drove another red GTA Convertible. With the help of all our great volunteers, we now had three displays up and running both displays in Building R, as well as the showfield display.

Normally we make plans for our swap meet on Saturday afternoon but on this occasion Jonathan Burnette set up shop that morning outside of building R and offered parts for sale. While Clayton Hoover and Jamie Grigg arrived without any of their beautiful cars, they were seen shopping along with other owners with Jonathan.

At 12:30PM we headed up to the track, Nicofest closed down the Autocross to allow the Renault owners thirty minutes for a demonstration. Representing the club were our most experienced driver and also our youngest, as well as others. Don McLaughlin drove his GTA Coupe and Guillaume Larivee drove Nicolas' R4 TL. Tom Gross had the honor to go first in his GTA Convertible. All together we had six Renaults, including Jimmy Nacmias in the Alliance coupe, Steve Radovanovich in his Encore, and Nick Dimopoulos in the Renault 5. Not to be outdone we also had two Spec Renault racers, since being introduced in the 1980s they have gone through a number of powertrain changes, but these were the first we had seen with electric motors. It appear that the exhibition was a success as both drivers and spectators all had smiles on their faces.

Once we made it back to the building it was time for our tech session. After I gave a brief introduction, I gave the microphone to our special guest Jonathan Burnette. Jonathan showed the attendees how to properly use a Renault parts manual as well as answered a number of general questions on Renault parts. After the informative session we moved on with our program. At 2:00PM, it was time for the results of the car show. This year, Walter Koopman had the honor of judging the cars and I passing out the awards for First, Second, Third, Fourth places as well as Best of Show. The results were: Best of Show – Brad Stevens, 1st Place – Mike Deak, 2nd Place – Brent Bartley, 3rd Place – Hector Lopez, and 4th Place went to Nicolas Reichenbach. Following the car show, I lead a team of volunteers collecting





all the toys from the Toys 4 Tots toy drive. At 4:00PM a number of us then made our way down to Citroën tent for cake in celebration of Citroën's Century. While everyone else continued to hang out, primarily in the building due to the bright sun baking the fairgrounds.

Following a full day of activities, a number of us came together for a catered dinner in the building, while others made their own plans for dinner. However our good friend, Nicolas Reichenbach, prepared appetizers for some and dessert for others in the form of fine French cheeses and sausages. At that point we called it an evening, but plans were made to meet back at the Middlesex for Breakfast on Sunday morning.



As usual, the entire Renault gang came to breakfast, and also the Citroën group. All totaled, we had nearly eighty French car owners in attendance. Our Renault Quebec friends were the last to arrive, but as the old saying goes better late than never. At 10:00AM we all met back at the building. Almost all of the fabulous volunteers returned to fairgrounds to tear down the displays. By 11:30AM the buildings were nearly empty, however Steve Radovanovich and Sandy Lea, decided to start a new tradition. Everyone who remained lined up their cars for a group photograph. Mike Deak climbed to the top of the ladder to give us an aerial view of the cars. As always this takes time to set up and number of folks were ready to hear home so we took one last group photo with cars and owners and most were back on the road.



By now it was near 12:30 and everything was finally packed up. It was time for me to get back on the road. Several hours into my drive I met back up with Jonathan Burnette somewhere in Southwest Virginia. We rode together all the way back to Knoxville, where we then parted ways, Jonathan hoped to make it back to Texas by the end of the next day, so he continued on his way.

Here is a quick report on our turnout. We had twenty Renault powered vehicles including five Alpine. Models featuring single examples of A108, A110, GTA V6 Turbo, and a pair of A310s. On the Renault side, we had one each R4, R5, R12, R17, R18 and Dacia, as well as a pair of Encores, three Alliances (one each two-door, four-door and convertible), and four GTAs (two convertibles and two coupes).

It was another incredible show, and we are all looking forward to returning to Carlisle next year. If you did not make it this year, hopefully you will join us for next year's meet. We are already kicking around ideas for next year's displays, special guests, and new and exciting activities, so make your plans to attend May 15-17, 2020. 📍





Renault Frères 2019

by Francisco Miranda



This year marked the 10th anniversary of this nice event! Amazing how time flies when you are having fun! This year's event featured models that were both celebrating significant milestones. First was the Estafette, the front wheel drive commercial van which was commemorating its 60th anniversary. Also, the R12 was having a birthday, amazingly it has been around for half a century. Everything came together as we had a beautiful first day with plenty of cars to watch and enjoy.

Unfortunately, this year we did not have any Estafettes to display, currently mine is being modified with the exchange of the gearbox for an R18' 4 speed gearbox. But luckily numerous examples of R12's were present and 2 or 3 in pristine original condition, like Mario Arturo Arevalo's 1975 blue R12-TL, originally owned by the French Ambassador here in Mexico. The car definitely stands out with the original French Renault boutique's rear venetian blinds.

We were not as fortunate on Sunday, as it was declared an environmental contingency, forcing many old car owners to keep their cars home, so we did not have nearly as many visitors as we normally do. But the event's invited cars were all present and more than 50 cars were displayed in the designated classic car area, also parked outside the show display area we also could see some nice cars parked.

For the opening ceremony, we had visiting, Tito Lenz, representative of the Federation Internationale de Vehicules Anciens, FIVA, applauding the yearly participation of the clubs with the event that has gathered many Renault aficionados from different clubs and nonaffiliated people as well. Alejandro Cortes, Roger Roux and Alberto Gonzalez, the initial Alpine Club president who started this event a decade ago, all gave speeches and declared the event open to the public.

Renault corporate contributed to the show with the Boutique's clothing at reduced prices. Also they provided a tent for club members, which served hors d'oeuvres and refreshments. We appreciate their kind contribution! As in previous years, a trivia contest took place with good -not too easy- questions, testing the knowledge of the attendants in order to gain a nice prize, courtesy of the Renault Boutique.

This year it was turn for the younger generations of the Alpine Club to organize the event with Jaime and

12 renault news

Teodoro Hernandez (not related), Mauricio Peña, Adrian Duarte Jr with the flyer design and of course the Gordini's representatives Roger Roux and Hugo Gonzalez.

To all involved, thanks! you did a fine job putting it all together and making it work. We now can look forward to the 11th edition next year. 🍷





La Gala Internacional del Automovil 2019

by Francisco Miranda

On February 23rd and 24th, the year started with a big bang at the Xochitla, Ecological area of Tepoztlan, in the State of Mexico. This was the second edition for this interesting car show at this site. Held in such a great venue with breathtaking views within a beautiful park. On display were nearly 350 vehicles from numerous different decades and makes, which definitely made it a weekend to remember.

First of all, Xochitla is a very friendly place to spend the day, with many activities for the whole family. There are a couple of very good restaurants and for this event, they had a big vendor area with assorted food, drinks and memorabilia. A wide variety of musical acts performed during the event including: a folkloric ballet, an Elvis impersonator, a soprano singer and a revival music rock group.

The way the cars were displayed, made them easy and interesting to appreciate and with the parade going on throughout the day, you could see (and hear) them operating, slowly driving through the aisles. The featured marque this year was for the 60th anniversary of the iconic Mini. With nearly 60 cars on display, it was interesting to see the many variations through the decades of this emblematic model.

As usual, the Alpine Club was present, this time with the following cars: Alejandro Cortes with the 1968 black Dinalpin Berlinette, Eduardo Wolf with the 1966 red Cabriolet, Angel Espinosa with the 1969 blue with orange motifs' Berlinette and me with the blue 1972 A110L GT4. As a guest from the Gordini Sport, Ricardo Rodriguez exhibited his nice red GT4, 1969 model.

In the Club Gordini Sport area, on display they had a 1975 R17 TL from Roger Roux, a white 1969 R10 from Alejandro Cortes, Javier Gonzalez' green 1965 Floride, and a yellow 1971 R8S from Hugo Gonzalez.

The Renault Mexico Club was also part of the exhibits with some very nice cars, including the Berlinette Dinalpins they displayed and other R12s from different vintages, including the one that can be seen in the current movie Roma.

I was not able to attend to the awards presentation, but Alejandro Cortes kindly provided us with the results and official photographs. The Best of the Show was a 1931 Ford Model A, A400. The Best American,





Best Restored, and the Best European cars were also presented special awards, and from the Alpine and Renault clubs, Eduardo Wolf's red Dinalpin Cabriolet and Roger Roux's Renault R17 TL were honored with class wins.

Over 5000 visitors attended during the two days made it a successful event, hopefully to be repeated again next year. Congratulations to all who participated and attended! 🏆







Renault 4CV Jolly

by Marvin McFalls

Most commonly seen on the Fiat 500 and 600, the concept of the Jolly beach car originated from the Italian coachbuilder Ghia, though Fiat and others built their own variations on the theme. It is believed that Ghia's boss, Gigi Segre, saw large taxi cabs being used on small resort islands and came up with the idea for a compact car that could be used by resorts and hotels, like a motorized rickshaw but with flair. Catalina Island off of the California coast became the blueprint for Ghia's successful run of resort cars.

Jolly, which is Italian for Joker, featured a cut-down body, no doors, lightweight wicker seats, and a surrey top. Built by Italian coachbuilder Carrozzeria Ghia, Jolly's were built on Fiat platforms. Legend has it that the first Jolly, based on the Fiat 500 was possibly built for Fiat Chairman, Gianni Agnelli himself, for his personal needs, travelling to and from his yacht. Different versions were later made using Fiat 600 and even the Multipla, all using the name of Jolly. Famous owners include Aristotle Onassis, who owned three of them, Yul Brenner, John Wayne, Grace Kelly, Mae West and U.S. President Lyndon Johnson.

In 1961, for unknown reasons, Renault decided to make its own Jolly in the final year of 4CV production. It featured very rare and unusual Jolly coachwork in a limited run. Like all standard 4cvs, it was fitted with the 747cc engine which is more efficient and powerful than the earlier Fiat based units, allowing a 65-70 mph top speed. Built from a standard Renault 4cv, the roof was literally removed to replace it with a kind of awning, or umbrella like top with a fringe sewn around it. Far from French utilitarianism of the standard 4cv, Renault's entry level model had just joined the world of leisure and luxury. The 4CV was actually a superior platform to the Fiats, and had a delightful look that was ideally suited to be converted into a beach car.

According to the New York Times, Renault commissioned fifty copies of the 4CV Jolly in 1960, but very little else is known about them. Of the vehicles that remain, their serial numbers are all within a sequential range of less than fifty number apart. The only other press coverage of the 4cv Joly came in *Mechanics Illustrated* article, however that article was more about the concept of the Beach Buggy, and also featured Fiat and Jeep models in the article. The article does mention the price for the French made Renault Jolly at \$1895, compared to the Fiat 500 at \$1760 and the larger 600

model at \$1906. So with very little fanfare, the Renault Jolly's appear to have been sold at coastal dealer on the East, West and Gulf coasts, and at least one car made it all the way to Hawaii.

So for the next thirty years, the Renault Jollys, lived relatively obscure lives, and every few years one would come up for sale, depending on condition they would sell in the range of \$1000-5000. Also by this time, the Fiat Jollys were no long in service at resorts, and they too were finding their way in to the hands of private collectors. Many of these Fiat and Renault Jollys were being repurposed as glorified golf carts in Southern California gated communities. It did not take long before demand greatly exceeded supply. Prices began to climb and in the final decade of last millennium, prices doubled, then tripled, and even quadrupled.

With the price of the Jolly, soaring, all of a sudden both collectors and the automotive media began to talk about them. Somehow, in all this talk, coachbuilder Ghia began to receive credit as the constructor of not only the Fiat, but also the Renault Jolly. However, to those familiar with the Renault Jolly, it was a near certainty that the conversion was not done in Italy. In fact, most believed that the work was actually done in the USA. This theory is based on the fact that all of the steel tubing used on the 4cv Jolly as well as the fasteners that held them to the cars were SAE sizes not metric.

Another significant development that also supported this hypothesis, around the peak of Y2K, an interesting ad was placed in *Hemmings Motor News*. The ad was for 200 4cv doors, which would be exactly the number needed to be removed to create fifty 4cv Jollys. This significant lot of doors were for sale in state of Florida, so it is a likely conclusion that the conversion took place there, though to date it has never been documented by whom or where the conversions were made. While the actual builder is unknown, the odds of it being Ghia are nearly impossible, though nearly every Renault Jolly that has been sold this century is advertised as being converted by Ghia.

In the new millennia, the price has continued to trend upward for the Jolly, while the primary means of ownership transfer, is now through collector auctions. The Fiat Jolly have always led the way in price for the segment, but in recent years the Renault has significantly closed the gap. Late last year a newly restored exampled was consigned to the RM Sothebys' auction



at The Petersen Automotive Museum event, held on December 8, 2018. With a pre-auction estimate between \$100,000 - \$125,000, for the first time the Renault was priced comparable to the rival Fiat.

Over the past fifteen years, auction prices for Renault Jollys have soared. Below are examples documenting the meteoric rise:

- 2003 4CV Jolly auctioned by Bonhams was estimated between \$15,000 and 20,000.
- 2009 Mecum Monterey auction: Coral/White, solid white top, wicker seats, jute mats, running poorly, brought \$47,000 quite possibly a record at the time.
- 2016 Scottsdale Bonhams Auction: Serial #3607759 Green/White exterior, with solid white surrey top, it previously had been used on the Governor's estate in Hawaii. It was later owned by a Los Angeles Company which rented vehicles to movie sets. Sold for at the time a record price of \$77,000
- 2018 RM Peterson Museum Auction: Serial #3607749 the example offered there was restored in its original shining Coral, with the classic striped fabric top, wicker seats, and white-wall tires. Sold for a new record \$95,000 (more than \$106,400 including buyers fees)

While many have speculated the Jolly market has hit its peak, who knows what the future will actually bring. Regardless, the diminutive 4cv Jolly greatly exceeds the value of all other Renaults from the period. With such a limited production run, it is not impossible that it might even surpass the much more common Ghia and Fiats in the years to come. Especially if the 4cv Ghia legend continues to persist. 💎

Photos:

Top: Renault Jolly from 2018 record auction, photos from RM

Bottom: Renault Jolly photo and from Mechanics Illustrated

Sources:

Mechanics Illustrated, June, 1960 pages 81-83
<http://fantaco.store/cars28/renault-4cv-jolly.php>

<https://rmsothebys.com/en/auctions/ca18/the-petersen-automotive-museum-auction/lots/r0027-1960-renault-4cv-jolly-by-ghia/727995>

The Miss Renault Story

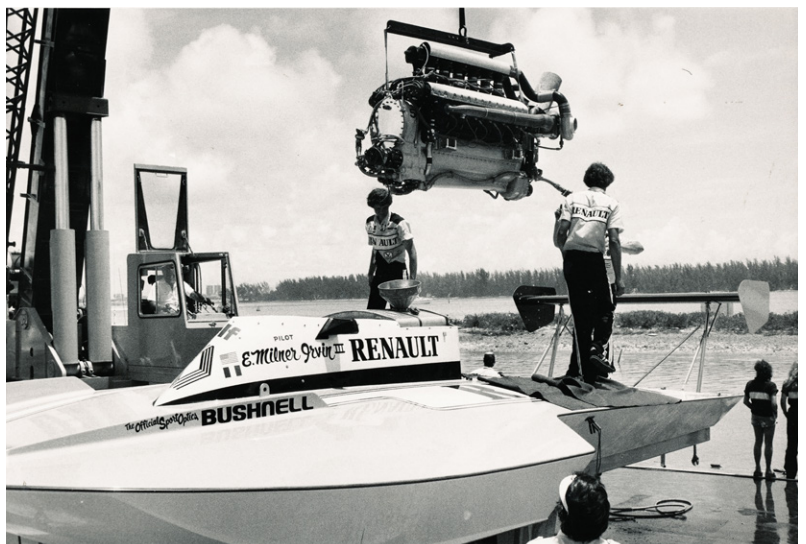
submitted by Alex Bogert

W In 1983 Jerry Schoenith commissioned designer and builder, Jon Staudacher of Kawkawlin, MI. to construct an all wood unlimited hydroplane utilizing the Gougeon Brothers' recently developed WEST SYSTEM® Epoxy method. At the same time, JSEI a Detroit marking company signed French auto manufacturer Renault as the primary sponsor.

A World War II Allison aircraft engine powered the newly christened U-3 Miss Renault/Elf. Its V-12, 1,710 cubic inches, twin turbocharged, fuel injected Allison produced 3,000 horsepower @ 4,000 RPM. The hull's dimensions are 28' 5" long, 13' 10" wide, and weighed in at 5,400 LBS. E. Milner Irvin III piloted the U-3 during the 1983/84 unlimited hydroplane race season. Miss Renault's finished first at the Executive Inn Trophy Race (Evansville, IN) and competing against five countries won the 83 UIM World Championship Race (Clear Lake, Houston, TX).

As promised for winning the UIM World Championship, all Renault team members received a Renault car of their choice. Being racers, they opted for the sporty turbocharged Renault Fuego. The Miss Renault hydroplane held 1983 records for the first Allison powered boat to win the UIM World Championship (currently still holds the record today), fastest turbocharged Allison qualifying lap on a 2 1/2 mile course @ 129.683 MPH, fastest turbocharged Allison qualifying lap on a 2 mile course at 126.984 MPH, fastest turbocharged Allison Unlimited Heat on 2 1/2 mile course at 121.359 MPH. Other awards include the Society of Automotive Engineers (SAE) Award for the most technically improved boat of the season, Unlimited Racing Commission's (URC) Owner of the Year - Jerry Schoenith, Unlimited Racing Commission's (URC) Crew Chief of the Year - Jim Kerth, and the Seattle Seafair Marketing Award- Renault / American Motors Corporation. Miss Renault finished Fifth in the National High Points that year. In 1984, an innovative rear wing was added, along with an experimental exhaust system. The boat finished every race with many podium finishes.

The hull was retired at the end of the '84 season. Jerry Schoenith then gave the Rutt Brothers, the boat with the provision they rebuild and transform the hull into a twin automotive V8 powered unlimited. The newly designed and the reconfigured hull was finished in early 1991 and competed as the UR-5 (Un-





With the winning of the World Championship by the Miss Renault Unlimited hydroplane allowing the prestigious World Cup to remain in the USA, it was only fitting that the crew of the Miss Renault be rewarded with the car of their choice. All crew members opted for their own Turbo-charged Renault Fuego. Pictured standing beside their special awards are right to left, Jim Kerth Team Manager, Mike Rutkauskas crew member and Larry Rutkauskas crew member. Team Driver Milner Irvin was not available for the picture with his new Fuego.

limited Reciprocating) "Edge." It featured an enclosed cockpit with F-16 fighter jet canopy and advanced vertical rear stabilizers. Powering the craft were twin fuel injected 500 cubic inches Mercury Racing V8 "off-shore" engines. The UR-5 Edge ran the full 1991 race season capping it off with a good showing at the Top Gun Hydrofest in Pearl Harbor, HI. She was then retired and put into storage at the Rutt Brothers' facility in Pasco, WA.

27 years later, in 2018, Alex Bogert purchased the complete package which included the semi-truck hauler, hydraulic trailer, and hull from the Rutt Brothers. The UR-5 hadn't been seen in public since she was put away in 1991. It is in pristine condition because storing it in a climate controlled environment was a priority of the previous owners. In December 2018, the UR-5 was transported to its new home port in the warehouse district in Detroit, MI. She is currently being worked on and prepped to compete in the 2019 H1 Unlimited race season."

Please visit www.ur5unlimited.com and Bogert Racing Enterprises on Facebook for more information and updates.

Renault. The One To Watch.



Sports Renault.
For the first time ever the SCCA and a car maker have teamed up to design a complete racing car and class: Sports Renault. With production engine and drivetrain.



SCCA National Championship Runoffs.
In its first year of SCCA competition, Fuego Turbo won the SCCA Showroom Stock B National Championship.



Champion Spark Plug Challenge; Renault Cup.
In the Challenge, Alliance and Encore race with 1.4 litre engines. And consistently beat cars with much larger engines. Plus Renault organized America's most successful entry-level pro road racing series, the Renault Cup.



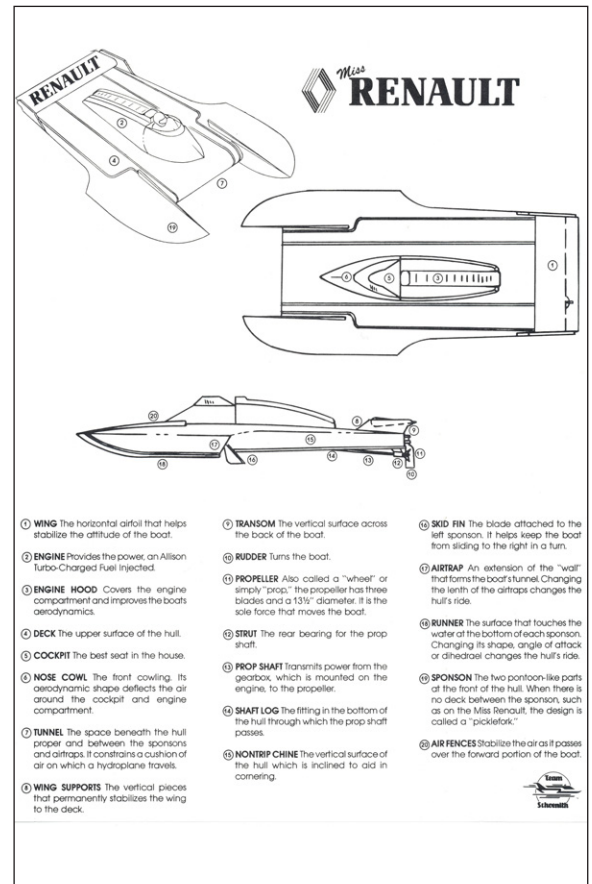
Formula One.
Renault introduced the first turbocharged car in Formula One World Championship competition. Since then, Renault cars have won Grand Prix events on three continents.

Unlimited Hydroplane Racing.
Turbocharged Miss Renault capped her first season by winning the World Championship.



Racing is the ultimate test of Renault technology. And that technology helps make every Renault a winner.

RENAULT
THE ONE TO WATCH





Rétromobile 2019 - Renault, 40 Years of Turbos

by Marvin McFalls



Renault introduced the turbocharged engine to F1 when it made its debut as an F1 constructor in the 1977 British Grand Prix at Silverstone. And two years later on its home track in France at the Dijon circuit Renault became the first turbocharged car to win an F1 race, with Jean-Pierre Jabouille triumphing and his team-mate René Arnoux following him home in third after a famous and frenzied battle with second-placed Gilles Villeneuve's Ferrari. Renault in subsequent season was a contender for the championship, yet fell short of becoming F1's first turbocharged world champion, missing out at the last of the 1983 season to Nelson Piquet's turbo BMW powered Brabham in the drivers' title by only a single point. Renault pulled out of F1 as a constructor at the end of 1985. By this point, the entire F1 field had converted to turbo technology as well, and Renault continued to provide engines to other teams until turbos were phased out of F1 by regulation for the start of the 1989 season.

Rétromobile 2019 took place at the Porte de Versailles, Paris, on February 6-10. At the show, Renault celebrated 40 years since its first F1 victory. Renault's first win was also landmark in the sport as it was the first by a turbocharged engine. It is often said that racing, and especially Formula 1, improves the marque, and that the technology developed in racing will in time improve the cars on the street. Renault more than any other brand was determined to prove it, beginning in 1980, transferred the technical expertise in turbocharging acquired in motorsport to its production range. They continued to use their turbocharged engine technology in its production cars in twelve different models over next two decades.

To celebrate the 40th anniversary of Jabouille's groundbreaking Dijon win, as well as the impact that turbocharging technology has had on Renault's road cars, 11 turbo-powered Renaults, including the 1979 RS 10 F1 car as well as an early 1980 example of the mid-engined Renault 5 Turbo I at the Rétromobile show. The range of road cars started with the 1980 Renault 18 Turbo and goes through the 2018 Renault Megane R.S. Trophy. After a nearly two decade absence, Renault returned to building turbo charged models back in 2014 when they introduced the new Twingo Turbo.

In addition, an Estafette micro van, which is celebrating its 60th anniversary in 2019 was on display.

While it did not have a turbo, it was trimmed in the same colors as the 1979 Formula 1 team racer, and did double duty, also serving as a store for selling Renault swag during the event.

The cars were exhibited by Renault Classic which maintains and operates Renault's collection, which is made up of over 750 vehicles marking key milestones and innovations in the company's history which cover parts of three centuries. The cars are stored in Flins, France, and regularly showcased at shows as well as at vintage races and other events.

Cars that were inspired by F1 Turbo Technology include: Those in bold were featured in the display:

- RENAULT 18 TURBO - 1980**
- RENAULT 5 TURBO - 1980**
- RENAULT 5 ALPINE TURBO - 1981**
- RENAULT FUEGO TURBO - 1983**
- RENAULT 11 TURBO - 1984**
- RENAULT 9 TURBO - 1985**
- RENAULT-Alpine GTA TURBO - 1985
- RENAULT 5 GT TURBO - 1985**
- RENAULT 21 2L. TURBO - 1987**
- RENAULT-Alpine 610 BITURBO - 1991
- RENAULT SAFRANE BITURBO - 1993**
- RENAULT Twingo TURBO - 1995

<https://www.caradisiac.com/retromobile-2019-les-moteurs-renault-turbo-a-l-honneur-174097.htm> 💎





39th Annual Southwest Unique Little Car Show

by Stephen McCarthy

The 39th Annual Southwest Unique Little Car Show was held on April 5-6, 2019 in Historic Old Town Sacramento, CA and was hosted by Todd Darling & Scott Mikkelson. The hosts put on a spectacular meet and their two years of planning was evident in how smoothly the meet was conducted. This is only the 2nd time that the SWULCS has journeyed this far north in California (San Jose was held in 1996 hosted by Greg Beemer and the Arcane Car Society) and the “trip was worth the trip” as participants came from CA, AZ, NV, NE and TX (and maybe more states!). The meet was well attended with over 30 microcars in attendance with a wide variety of vehicles, ranging from fully restored to cars with untouched patina (and all were “runners”, with many driving as far as 350 miles to get to the State Capital).

Renault Club members in attendance included Steve & Jean McCarthy (without their 4CV; although it is small, it still exceeds Southwest Airlines carry-on limits!). Apologies in advance if any other Club members were missed.

Friday morning was scheduled to be an Amphicar swim on the Sacramento River but due to extremely high waters and fast current the swim could not be held. While California is in a perpetual state of drought, this winter's heavy snowfall resulted in the Sacramento River being 29' above normal, forcing the closure of boat ramps. Friday night's welcoming dinner was held at the California Car Museum, just a few minutes' surface road drive from the host hotel (Vagabond Inn). The museum has a great selection of cars and the icing on the cake was the inclusion of microcars. Our hosts prepared the food, featuring home-made baby back ribs!

Saturday dawned overcast (heavy rain was forecast but never materialized!) and the weather was perfect for the all-day car show that was held at the Southern Pacific Railroad Park. This pedestrian area is right next to the Sacramento River and the California Railroad Museum and is a California State Historic Park. I can't even imagine all the work that went into getting a state government to agree to our group using the park grounds, but our hosts did it. The railroad area is surrounded by historic Old Town and its picturesque turn of the century (and older) shops and restaurants with cobblestone lined streets, and on the weekends it is a popular destination for tourists as well as local families. As a result,





the number of admirers viewing the cars was large, and we have to hope that many of the children who saw cars “their size” will become the next generation of microcar owners and restorers.

Cars included a Citroen Ami (Best Interior), Nissan Figaro, Citroen 2CV Sedan (Best of Show, only 11,000 miles and two owners, original and unrestored), 3 Subaru 360's (2 sedans and one van that won Best Unrestored), Zap Electric 3 wheeler, Panhard Roadster (Most Potential Award), Panhard Convertible, 2 Fiat 500's, Amphicar, Austin A40 Devon, Hillman Husky Wagon (Best Engine), Morris Minor 4 door sedan (Best European), Honda Insight, IFA F9 Limousine, Toyota Sports 800 (Best Japanese), Isetta Convertible (from Uruguay), Ford Anglia, Austin Seven, and 8 Metropolitans (4 hardtops, 4 convertibles). Unfortunately no Renaults made it to the meet.

After the car show, dinner was held at the Rio City Café just minutes' walk from the car show area. The facility was excellent with a view of the swollen river at sunset. Food and dessert were superb and with our own private dining room there was plenty of camaraderie as our host announced the award winners and distributed door prizes. Each winner received a glass trophy created by Scott that had to be seen to be believed, and that the winners can proudly display in their garage . . . man cave . . . or family room! Kudos to Scott!!!

The 40th annual SWULCS will be held next year in either Arizona or Nevada. John Hill, Nancy Gnepper (the ONLY person to attend all 39 meets!!!) and Lou & Laurel Hudgin are the organizers, and what could be more appropriate as the first meet was held in Phoenix in 1980. Plan on early April to join fellow microcar lovers in the Southwest for the longest running microcar show in the USA! Let's hope we can get some Renaults to the meet!!



The Back Page - Dauphine at 24 hours of Sebring 1957



Le 23 mars 1957, est donné le départ des 12 Heures de Sebring. Étonnant spectacle que ces frères Renault et leurs immatriculations parisiennes, sur ce circuit à l'ambiance typiquement américaine. La Dauphine n° 64, pilotée par Michy et Foulgoc, remporte la catégorie de 750 à 1 000 cm³ et se glisse à la 34^e place du classement général. Sa suivante immédiate, n° 66, est confiée à l'équipage Paul Frère et Jean Lucas. Une troisième Dauphine, non visible sur ce document (n° 65), est placée sous l'autorité du duo de charme Gilberte Thirion et Nadège Ferrier. Les vainqueurs de l'épreuve, Fangio et Behra, pilotent une Maserati 4,5 litres.

66 cars started
36 cars finished
3 Dauphines entered:

- # 64, finished 34th, 1st in T-1 Class (Under 1000cc), 59 laps behind winner
- # 65, finished 35th, 59 laps behind winner
- # 66, finished 37th (not running at race-end but classified as # 37), 63 laps behind winner

Winning car: Maserati 4.5 Liter

These were the glory day of racing when cars such as the Dauphine and TR3 and MGA could compete on the same track as a D-Jaguar and Maserati and Corvette. They may not have been capable of being overall winners, but they competed, knew when to get out of the way of the big boys, and finished ahead of bigger engine cars that broke down!

—from Stephen McCarthy

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