

Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | **SPRING-SUMMER 2020** | 120

XOCHITLA 2020



**Renault Owners
Club**

 OF NORTH AMERICA



spring-summer 2020 | **IN THIS ISSUE**

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Renault Owners Club of North America

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Gala Internacional del Automóvil 2020

by Francisco Miranda



Held this year in Xochitla, Parque Ecológico, Mexico

A great sunny weekend was the frame for the yearly event. With close to 300 cars on display and lots of good friends from the automobile world, made it an enjoyable relaxed weekend.

Logistics are always a bit of a problem when you have to organize such a big event, so this time we were summoned to take our cars, either Thursday or Friday and very few exceptions were allowed to drive their cars on early Saturday morning. Some of us decided to go there on Thursday, avoiding the weekend rush going out of the city on Friday and it was a good decision, as my friend Carlos Calvillo driving along, had a problem with the cooling system on his Floride, forcing us to stop on the way and try to fix the problem. With the help of road aid, we managed to keep the car working enough to make the rest of the drive, even though we were stuck in a 40-minute traffic jam, as some high voltage cables fell to the highway closing one side of the road. Anyway, we arrived and parked our cars in the designated area. After leaving the cars, we paid a visit to the park's installations and luckily Xochitla's restaurant was already open and serving food, so after an appetizer and refreshments, we took a taxi back to the city, again, avoiding traffic and arriving just in time for lunch at a very nice Mexican restaurant close to Carlos' home. Friday I was off at my regular duties, but Carlos had to head back and help to park a lot of cars from our and the other clubs.

Ready to go on Saturday morning to the opening ceremony and start watching all those beautiful cars, as you can see in the pictures. Musical ensembles, dance shows, comedians and clowns to amuse the family, performing throughout the show both days. Not to mention good food and drinks, wine tasting and a bar that was open the whole time of the show, especially mounted in the grounds of the show.

The displayed Alpine Club cars were the following: Blue 1972 A110L-GT4, Silver 1962 Floride, Red 1973 A110L-GT4, Silver 1983 Fuego, Red 1966 A110 modified Cabriolet and the elected winner for this year the 1973 A110 Berlinette copy of the 1974-75 WRC style car, featuring a 2-liter engine used in the Formula Renault, 5 speed gearbox, original Gotti wheels and even a very rare Lebozec gas cap. Even very small de-

4 renauld news

tails had been taken care of. We had seen this car before, but it went back to restoration with other restorers in order to have it as the owner wants it to be. A good work definitely!

The Gordini Sport Club displayed these vehicles: White 1976 R5 Alpine (replica), Bronze 1976 R5-TL, White 1968 R4L, red 1971 A110 Berlinette, Blue 1976 R12TS and the elected winner the blue 1974 R8S, also with lots of work and care from his owner.

Renault Mexico club displayed also nice models, like the R8, R10, R12 and especially the red and green A110 Berlinettes.

On display on the "Carrera Panamericana" tent was this race A110 Berlinette, heavily modified with a 1600 cc Gordini-Alpine engine and 5 speed gearbox. Of course, the suspension, brakes and cooling systems are also racing standard, along with the metering in the cockpit.

Another interesting car on display was the 1967 Jaguar Pirana. It is said it's the only model in the whole world.

The BEST of the SHOW was this beautiful Horch from 193?, Best AMERICAN Car, Ford Shelby Mustang 197? and Best EUROPEAN Mercedes 220. I apologize I was not present at the prize ceremonies so I missed the details, but the pictures speak for themselves.

Every year we discover new jewels at this event, there are so many people in Mexico with incredible collections, and we are lucky to always have a new car to enjoy, but of course to stare at known pieces once and again.

I am grateful to Jaime Hernández who helped me with the details of the Renault cars displayed this year. As usual, thanks to Alejandro Cortes, president of the Alpine Club and executive of the Federation, whose passion for our vehicles shows when the opportunity arises to share with others, not experts, of the Renault and Alpine brands. Always putting the name in higher order.

Gladly we'll wait for next year's event! 🏆

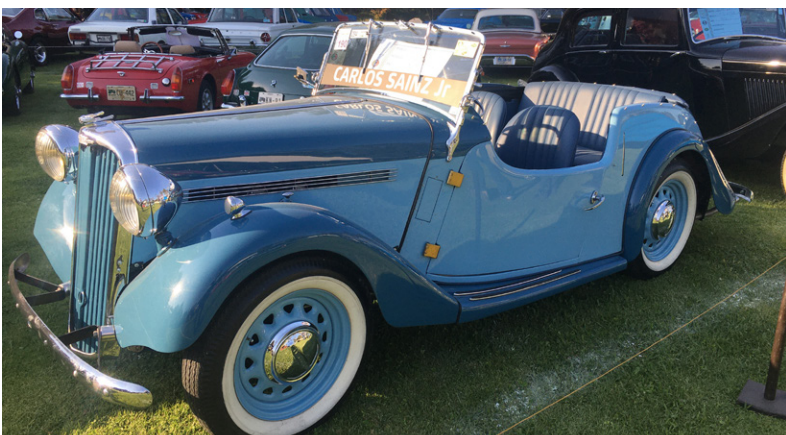
















Renault Alpine – PPG Pace Car

from ppgpacecars.com

A one-off custom concept, based on the Alpine A310.

History

This car was built by Triad Targa Group, a joint venture between Triad Services and Car Craft with twin turbo engine by McLaren Engines.

Specifications

Almost unrecognizable from a factory production Renault A310, this concept has extensive body work for improved aerodynamics and looks years ahead of its time. I'm told the twin turbo system on the PRV V6 engine was developed by McLaren (unsure if this is the US-based McLaren ASC that also developed the Pontiac Turbo Grand Prix PPG Pace Car, or McLaren Cars, who built the F1– most likely the former.)

Current Status

In May 2020, this car was spotted in northwest Ohio, sitting in the front lot of Owens Community College. The Pace Car was donated to Owens by PPG 20+ years ago and using Google Earth timeline, I found that it had been sitting outside in a back gated lot, without the hood installed, since around 2006. I left multiple messages to Owens about coming out to document the car, none of which were returned.

Then there were a couple of posts on the FB Radwood group about the car, with members stopping to take photos of its neglected condition. A week later, a popular youtuber uploaded a video about the car, asking Owens to donate it to Genius Garage.

A couple of days after the video went public, the car was reported missing by some locals in the Radwood group.

It's possible that the Alpine was initially moved to the front lot because it was going to be scrapped, but all of the other cars around it in the front lot remained in place after the Alpine disappeared. I called several automotive recyclers in the area, and the ones who would talk to me said that they hadn't picked anything up from the college recently.

It's also possible that social media put the car in the spotlight and Owens relocated it to a more secure area. Or after watching the video, someone decided to help themselves to a one-off custom Renault Alpine with a trailer and winch one night.



Images By DC



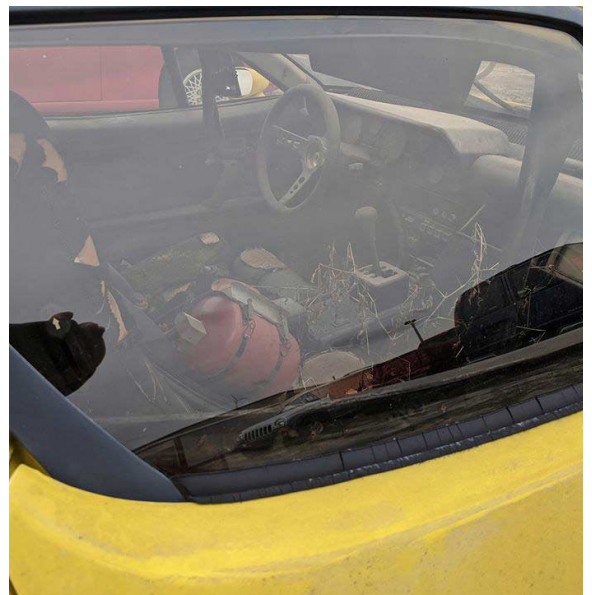


Update:

This car is sitting out in the open at Owens community college in Rossford Ohio. It's in the donated car lot for the auto shop.

There's a video about this very car left in Owens Community College here, it's still got the lights on top and everything. No bonnet though:

<https://youtu.be/BGtptZrCqf8> 📺



Electric R12 from page 27

Following these tests, the few EVA Metros were sold to private customers and companies. Apparently one of those cars participated in the Jimmy Carter Presidential parade in 1977! Until recently it was only known that two cars still existed, one in Canada and the other in the US.

An American fan of the model from New York (creator of the Facebook page Renault 12 USA) found one of the original seven cars used in those NASA tests, 43 years later.

According to the new owner, the EVA Metro was in Georgia, and he bought it right away after seeing the ad. Apparently the car with 18,000 kilometers on the clock had been operational until a few months before the sale, when the batteries died.

The EVA Metro will now be restored and modern lithium batteries will bring it back to life. Up to now, even the most fanatical and meticulous R 12 buffs believed that all those models of the American electrical adventure had disappeared. There is a reason why the protagonist of this story is an icon of reliability.

The Renault 4CV Part 1: First of a Million

by John Waterhouse, courtesy of www.velocetoday.com - visit and support this website

The Renault 4CV was a child of World War II. The German army had occupied northern France, including the Renault works at Billancourt on the outskirts of Paris and production continued, under strong pressure to provide vehicles for Germany's war efforts. The factory was selectively bombed by the Allies for this reason. It was to be expected that the war would be over eventually, although in the early 1940s it was by no means certain that Germany would be defeated. It was clear, however, that after the war there would be shortages of money and materials.

Looking ahead, in 1942 Renault management had started to design and produce prototypes of a small economical car to be used to resurrect its automotive business in the post-war period. The first prototype (above) was constructed with semi-official permission of the German occupying authorities and used daily by Mme. Renault.

After the liberation of France in 1944, Louis Renault was arrested and he died in prison, with much evidence that he was badly treated at the least. The company, a huge employer in France, had then been nationalised to form "Regie Nationale des Usines Renault", shown on the car badges as RNUR. To this day the French government owns around 10% of Renault.

The prototype followed the fashion of a few manufacturers to produce rear-engined cars: examples included the Volkswagen, Mercedes-Benz with its 130, the memorable Tatra in Czechoslovakia and no doubt a few others. All early rear-engined cars that the author has seen have shared swing-axle rear suspension with their tail-mounted engine.

Prototypes and "Preserie" cars

After the first prototype, with some distinct style elements similar to Germany's Volkswagen, three more were made as the design process evolved.

The final prototypes had the four-door configuration that the newly appointed chief of the now-nationalised Regie, Pierre Lefaucheux, considered essential. For Lefaucheux, a 2-door car would not be acceptable to customers. For him, getting the new 4CV into production with a target of 300 cars per day by the end of 1949 was a matter of survival for the Renault business.

Three cars were then made, even closer to the final design, for demonstrating and further testing. As

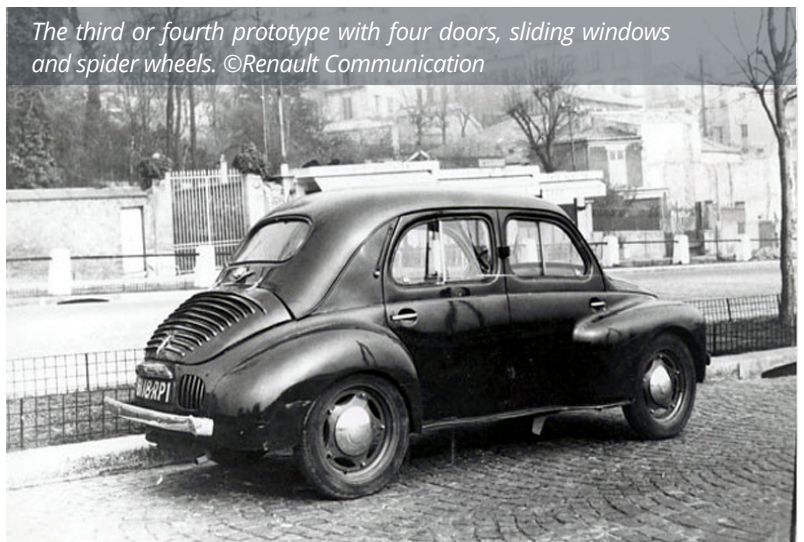
Renault's first 1942 prototype (destroyed when the factory was bombed by the allies). ©Renault Communication

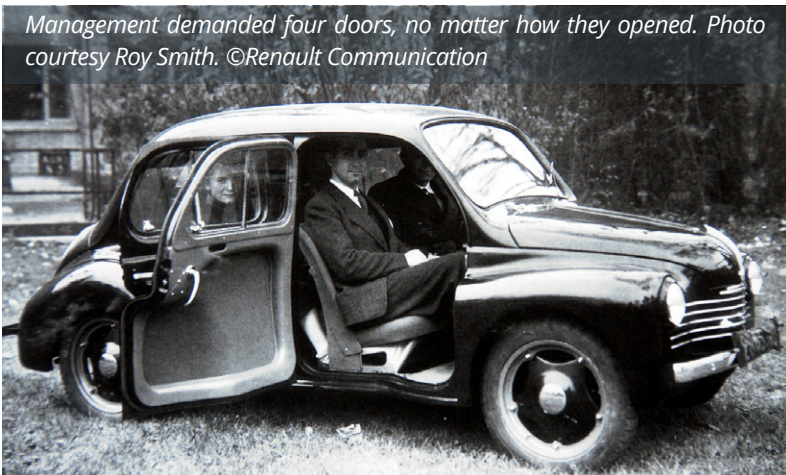


The second prototype, also destroyed in WW 2 bombing (note evolution towards the final production shape but still with two doors) From "The Romance of Renault", 1973, by Edouard Seidler. © Renault Communication



The third or fourth prototype with four doors, sliding windows and spider wheels. ©Renault Communication





Management demanded four doors, no matter how they opened. Photo courtesy Roy Smith. ©Renault Communication



The first of a set of three pre-production cars ("106 E1, E2 and E3") being shown to Renault staff in 1947. ©Renault Communication

shown below, they were close to the final production shape.

A further 43 "Preserie" cars (designated "106 E4") were made in 1946 and early 1947. Then the first 300 cars from the production line (the first of the initial R1060 version of the 4CV) were handmade for distribution around the country to Renault dealers prior to the planned major display at the October, 1947 Paris Motor Show. These 300 cars were provided to customers for test driving and recalled for dismantling and checking after two years of use. The customers were given a new production car in exchange.

None of the Prototypes, Preserie cars or the first 300 cars from the production line have survived. Renault has reconstructed one or two of the prototypes for its private collection.

Technical matters

The early cars had a newly-designed 18 bhp, water-cooled, 4-cylinder engine of 760 cc. The engine had wet sleeves, an alloy cylinder head, overhead valves and drove a 3-speed gearbox with synchromesh on 2nd and 3rd gears. Most cars had 22 mm Solex carburetors with a manual "bi-start" device for cold starting. The radiator was mounted ahead of the engine, taking its air from beneath the car and from two side intakes built into the front of the rear mudguards.

Rear suspension was independent by swing axles with coil springs, the early cars having slight positive camber. The swing axles pivoted from trunnion pins that were mounted directly on the transaxle housing. Front suspension was also independent by double wishbones of forged steel with coil springs. Steering was by rack and pinion, with a coil spring system to provide a strong centering action.

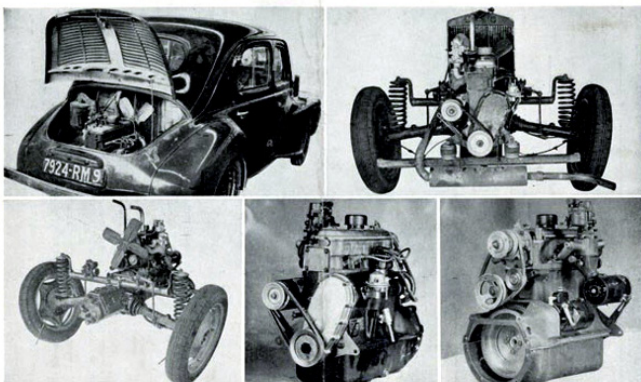
All cars had 6-volt electrical systems with flashing or semaphore direction indicators and electric windscreen wipers. Heating was provided by a shrouding system around the radiator that provided warm air to the cabin. Lighting was usually by good quality Cibie headlamps.

Brakes were quite adequate and hydraulic, by Lockheed, with 7-inch drums for the entire production, but with various improvements in the brake shoe mountings and the handbrake mechanism over time. Incidentally, the hydraulic pipes and hoses had the only non-metric threads on the car.

As a rule the 4CV does not overheat, even in hot weather (40C or 104F or even more).

Brochure for the Type 106 E3 car - similar to final production cars.
CARACTÉRISTIQUES

Carburant	Essence	Poids total roulant maximum	880 kg.	Diamètre minimum de braquage	8 m.
Nombre de cylindres - Aile-sage-course	4-55 x 80	Poids à vide	520 kg.	Encembrement total (à vide)	1,43 x 3,60 x 1,44
Cylindrée	760 cm ³	Empattement	2,10 m.	Hauteur du plancher au sol (en charge)	0,28 m.
Vitesse	87 km/h	Voie avant	1,19 m.	Surface de chargement	4 places
Pneus	135 x 400 ou 5 00 x 15	Voie arrière... ..	1,19 m.		



Handwritten notes and calculations in the right margin of the brochure page, including numbers like 8212, 751, 207, 41, 251, 237, 21, 26, 91, 028, 046, 80, 51, 058, c15, and 056.

QUELQUES ASPECTS MÉCANIQUES DE LA 4 CV RENAULT

Overall, the 4CV design package provided an economy car that was competent and effective for its time. The cutaway drawing shows the basic layout common to all production 4CV cars.

What followed the prototypes?

This 5-year development process led to 14 years of successful Renault 4CV production, a total of 1.1 million cars being built from 1947 to 1961. This model was the first French car to exceed a production of 1 million. The 4CV model would lead to many Renault derivatives with rear engines (Dauphine, R8, R10, Floride and Caravelle). Similar fore-and-aft engine-transaxle systems were applied to at least ten million of Renault's subsequent front-wheel drive cars (for example the hugely successful R4). In the 1970s, transverse engine layouts were introduced and gradually superseded the longitudinal transaxles that were the derivatives of the original 4CV layout.

The cars were sold world-wide, named "Renault 760" and "Renault 750" in some English-speaking countries. They were assembled in Britain, Japan (by the Hino company), Spain (as the Renault 4/4) and Australia.

There was a series of class wins in competition, ultimately leading to the successful Alpine range of berlinettes.

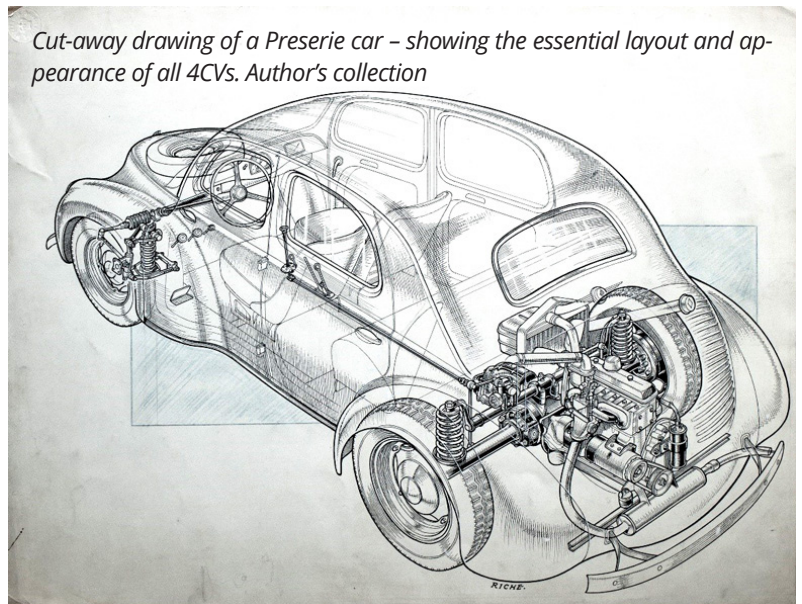
The production and competition cars and some of the interesting special-bodied coupés will be discussed in forthcoming articles in this series. 💎



Simple and elegant side air intake for the radiator (Note the external hinges for both front ("suicide") and rear doors). Author photo



The simplicity and accessibility of an early (1950) 4CV engine bay - with fuel filler beside engine. Author photo



Cut-away drawing of a Preserie car - showing the essential layout and appearance of all 4CVs. Author's collection



Original "Regie Nationale" grill badge from R1060 and early R1062 models. Author photo

Bringing Back to Life a Renault Estafette

by Francisco Miranda



Model R 2132 from 1967

I bought this van many years ago in September 2001. It was in a “someday I’m going to restore it” state, but the owner finally gave up and decided to sell it as he needed the space, after many years of watching it just parked there, rusting away. My then wife advised me to get it, as it could be a fun project and help us move bigger things around, so after all we bought it.

I went there for the meeting with the salesman and of course, the van was not ready, as they were in the last finishing touches (like starting the engine, for example) but eventually they managed to get it on the road. I’d never driven a closed van before; it was getting late and dark and I had to drive back home a long way. Especially difficult when you just have a couple of small side mirrors fitted. It was definitely not a fun drive to be honest and more than one passed me with an angry look on their faces. I even got to think that we had made a terrible mistake acquiring it. Even that it had had a recent mechanical service, had a lot of problems here and there. Anyway, finally I got home and I was very happy to be able to park going forward, otherwise, in reverse, at night with poor light, would have been pretty complicated.

I started to make it dependable, starting with a much-needed thorough wash, then the engine, brakes, electrical system, etc. After the initial tune-up started to like driving such a nice-looking van, but when you know you will not end up with your hands dirty trying to fix something on the road or waiting for the tow truck to take you.

During this period of small fix ups, my then very young daughters found it was also useful as a playground. They could install a toy kitchen inside and spend hours in there with neighbors, friends, dolls, toys, furniture, etc. Some Sundays I took them to the University grounds, so they could ride their bikes or skates in the big empty parking lots. Estafette could easily handle all that stuff!

Repairs continued and this time was the turn for the cooling system, which was drained and washed. A new valve was fitted for the recovery deposit, the triangular metal kind.

Eventually, with the care given, the van was ready to roll in the highway, so I decided to take it, as we

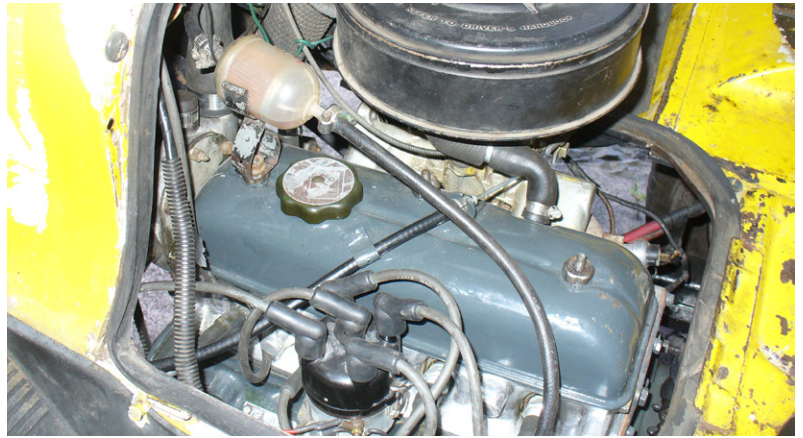
were going on vacation for a few days to Cocoyoc, a nice vacation neighborhood some 100 kilometers (60 miles) away from home. My daughters wanted to carry all (or most) of their toys, so we decided to fill up the cargo space with assorted things, even a toy slide, so they could slide to the pool. A whole new adventure! That was an important situation, the girls loved the van, as they could carry half the house, without me complaining we had no more space left in the trunk! We did two of such travels and we had a good time driving on the highway, although only one of my daughters and me driving, as her mother had to drive the Scenic with the other persons and of course, more stuff.

In between those two trips, I took it to Cuernavaca a couple of times, 70 km (40 miles) away, loaded with recording equipment to a famous Mexican artist's house. I remember he was having fun watching us taking all the gear out of this old small van; "Classic Recording" I said and he smiled. After installing the portable studio, I went back home leaving behind the techs. After a week or so the recordings were over, so I drove back to Cuernavaca to pick up the techs and equipment and we headed back home but this time we found a heavy storm on the highway. I had to drive very slowly, as we could hardly see, so it was a slow ride back home, without any problems whatsoever. Well, there was a small problem, one of the door-handles broke (of the plastic type) so back at home I replaced both to metal that I had from the Dauphine parts.

It was really getting dependable!

However, on the second trip back home from Cocoyoc, I was driving at about 80 km/hr (50 mph) and I heard a loud noise and the gear lever jumped to neutral. Slowly I pushed it in back to 4th and parked to check if I could see where the problem was, but couldn't find anything unusual and as I was very near the city, I continued the ride, but slowly as I feared something could have broken inside. The next day the mechanic took it to have a thorough check out but couldn't find anything either, so we thought it could've been a stone or any other object picked up from the road. Unfortunately, not long after that, the gearbox or differential, started to howl in 3rd and 4th gears, growing up in level and pitch as you increased speed.

We took the car to a gearbox specialist and he said the Ring Gear and Pinion Gear from the differential, were worn out but couldn't say if it was because of heavy abuse from previous lives or because of the noise I've heard. What was certain then, was that the



noise grew louder but I could still use it, for instance moving the equipment or household furniture, small trips within the city. For instance, we did some live recordings and the Estafette carried the gear without complaints (except the howling).

Reason why I couldn't trust it 100%, so it remained parked most of the time and seldom used.

We tried to find the parts without luck as they have to be factory machined to match, so buying a whole gearbox was the next thing to do, but we knew it was a chance of luck to find a good one. I ended up buying 3 or 4 (used) gearboxes and one was worse than the other. I was told those vans were heavily abused, loaded to even double of its capacity cargo in a day to day basis, reason why those mechanical parts suffered quite a lot from the strain.

During that period of time, my eldest daughter already started to learn to drive, and although she used other cars like the Scenic or the Gordini, she liked to drive the van as well. She was careful enough to go around the square where we live in.

We had to get vintage car license plates, so my friend Miguel Cacheux RIP, helped me to speed up the procedures. We went to the Instituto Politécnico Nacional, the technology institute that is responsible to check if the vehicles meet the standards of originality and emit a certificate. Luckily everything ran smooth and we got it. One less problem to tackle.

The howling was growing louder, so my friend Tomás Marin thought of replacing the gearbox to one readily available from a newer car. First, he thought of installing one from the R12 but after some consideration he ended up choosing the R18, 1600cc, 4 speed gearbox. He advised me the torque will be reduced and that I would not be able to load heavy cargo, which is something I never do, so I went for that option, but he was very busy and I had to wait for my turn.

In the meantime, the Estafette helped us in assorted usual jobs and in the annual concentration of the Renault clubs, the Renault Frères event, carrying a small sound system, the tent, refreshments and food. I was always surprised that the public would take a lot of pictures of the van, even when it was not on display! It was just there parked inconspicuously, but they didn't care and even asked me permission to take pictures of the inside. Funny!

In December 2018 Tomás finally towed the van to his place and after a whole year of work, finally

he delivered it to me with the R18 gearbox mounted. There were several mechanical considerations to solve so that took him a lot of time. I have no idea what he did, but I can tell you now it runs smooth, quietly and dependable again. Yes, it lacks power, as it is only a small 1300 cc engine with 15" wheels, paired to a gearbox designed for a lighter car with 1600 cc engine and 13" wheels.

The water pump started leaking and it was difficult to get a new one, so this one was refurbished. The pipes from the exhaust muffler also had to be relocated, as the new gearbox occupied more space than the older one.

Then it was the left axle shaft (dangerous, as a wheel can go off). I'd been told by other friends that these early models suffered from the problem. It's a weak point, again, especially if exceeded the cargo ratings. (BTW, Renault installed in later models a fix-up for this inconvenience with a bigger in diameter, heavier and stronger axles shafts). Tomás found a way to solve the problem because, as he modified the gearbox, it also had to match the other end of the gearbox.

Eventually it was back at my place and it was time for enjoying the new stuff. First trip was on a Sunday morning to a baker's shop, some 15 km away. Everything was alright! So, I started using it constantly to run errands and looking after what else was needed to be done. Unfortunately, the pleasure did not last very long because with old cars, as you all know, many things can go wrong and especially if it is a cargo van. I started listening to a periodical gritty sound. It was the right axle shaft. It was a quick fix, as the turner already knew what to do.

While he was at it, Tomás saw the need to repair the front brake wheel cylinders but there was a problem: parts are not available any more. I've learned in Facebook Estafette forums, that parts like this they have to be sent to the lathe to be redone, but results sometimes are not as good as expected. As we found out, because when I braked hard, the rear of the van was poking out. One front wheel braked perfectly and the other was leaking brake fluid. So again, Tomás was put to the task of fixing it or even better, to find a suitable replacement from a modern car and that is exactly what he did. He found one brake wheel cylinder that fits almost exactly as the original. The holder had to be slightly machined at the lathe, but only to make a round hole bigger, where the drain is located and add two more holes for extra screws (originally only has two, this one uses 4 to hold).

We haven't tested this solution, thanks to the coronavirus quarantine, but we are sure it'll work perfectly. Specs closely match: inside diameter of the cylinders is exactly the same and the run it's of the same length.

Another modification done was to change to electronic ignition system. We had problems locating SEV contact points and regular coils. We found a source in Europe, but the shipping charges were quite expensive and those are parts that had to be serviced often. So, I was decided to go for the electronic ignition system, the same type that Tomas fitted long time ago on my Gordini and to the green race Dauphine I used to own. I have never had any problems with them.

Just like the brakes, it is not mounted in yet.

Acoustics: This van is a noisy resonating baffle! You could hardly hear what the passenger says to you. We put some acoustic absorbent foam in the panels and then on top, pressed cardboard. To the floor, acoustic carpeting, same material that is used in loudspeakers baffles. I'm still waiting for a delivery of a padded material for the ceiling. But even as it is now, it is comfortable enough and my ears won't hurt anymore after a 10-minute drive!

Eventually the body will need a lot of work, as it has rust everywhere! A paint job will come final and I hope that will be it (What else is there left to change?).

Rust is not only present in the body, but all metal parts have it. The ashtray, the rear plate lamp, the lamp sockets, etc. I've been keeping myself busy cleaning these parts, trying different methods you find on YouTube.

Other things like wipers, horns, lights, tires, battery were fitted, fixed and/ or replaced. Recently I was looking for something in the warehouse where I keep the car parts and I came across a box with some Estafette parts: the handle/ switch to activate the lights and the horns, the one fitted was slightly broken, so I decided to replace it. Also, NOS the window locks, front position lamps, interior courtesy lamps (front and rear) and the rear original French taillights, used, but in good shape.

No rush, no hurries, just enjoying every step taken and finding a solution for inconveniences. It has taken a long time, but we're getting closer. I hope it'll soon be on the road again and take it to some nearby town just for the fun of it.

I'd like to give credit to Tomás Marin, whose help has been invaluable all of this time, not only with the Estafette, but with all my cars as he is responsible for keeping them running. He was also the person who repaired the overheating problems of the Dinalpin GT4 and the Dauphine Gordini, as well as putting together the fast green Dauphine, which I enjoyed quite a lot taking it to the race tracks, but could be used in a daily basis as well. Also, to Braulio "Memo" Corona, who was responsible for all the initial works, finding, buying parts and those gearboxes we tried and the occasional tune-ups and other jobs. I've known Memo since 1969. 🍷



Southwest Unique Little Car Show

by Stephen McCarthy



The Southwest Unique Little Car Show marked its 40th Annual meet in 2020 and it is the longest running gathering of small cars in the USA. This year's meet was held in Laughlin, NV at the beautiful Avi Resort and Casino along the banks of the winding Colorado River. The resort is rich in Indian history and is in the southern tip of Nevada. Arizona sits right across the river, and California is just minutes away.

The meet began in Phoenix in January 1981 when a small group of microcar devotees met at Les Lindvig's Antique Car Collection miniature car museum. The meet was called the Weird Little Orphan Car Meet. Many came from Tucson and caravanned from Lou & Laural Hudgin's home. Once in Phoenix, they parked in the museum's parking lot, had a picnic lunch together outside, toured the museum (free admission and tour courtesy of Les, a retired Goodyear executive), and then had a 25 mile road trip to the Hall of Flame fire apparatus museum (and it still exists!). Dinner was held at nearby King's Table Smorgasboard.

Over the years the meet has grown and evolved. It has consecutively met in Arizona, California and Nevada, and by and large the cars and attendees have changed along the way, although there is only one attendee who has been to all 40 meets: Nancy Gnepper from New River, AZ. Nancy brought her outstanding Austin Somerset (courtesy of John Hill and his trailer!). The Austin was selected Best of Show (see below). But the biggest constant with all of the meets is that the people who attend have a passion for microcars and love to show and drive them. Here is a list of the meet locations:

Arizona = 19	California = 14	Nevada = 7
Phoenix (9)	Long Beach (3)	Las Vegas (4)
Tucson (6)	Buena Park (1)	Laughlin (3)
Cave Creek (1)	Palm Desert (1)	
Cottonwood (1)	La Palma (2)	
Apache Junction (1)	San Jose (1)	
Prescott (1)	Sacramento (1)	
	Upland (2)	
	Commerce (1)	
	West Covina (1)	
	Pomona (1)	

Back to this year's meet, it was special in many ways. Normally the meet is held in early April, but this year's meet was held much earlier on March 13-14. And good that it was, because the govern-

ment-ordered shutdowns of hotels and public gatherings due to COVID-19 had the Avi Resort shuttered just five days after the microcars left the parking lot on Sunday. If the meet had been scheduled as usual, it would not have been held. Great timing by Lou & Laural Hudgin, John Hill, and Nancy Gnepper who planned, arranged, and managed this year's gathering!!!

The meet began on Friday evening with a 14 mile drive to Don Laughlin's Riverside Resort. Crossing the Colorado River near the host hotel, the cars journeyed north through historic Bullhead City, AZ until reaching the bridge that returned them to the Nevada side of the river at the dinner location. The Riverside Resort has a large and varied car collection that the meet members enjoyed, then had a great dinner while overlooking the southerly flowing Colorado River. After dinner, the microcar caravan returned to the Avi Resort. Everyone had a great drive, and every car motored without incident, which is no surprise considering that the microcars are better maintained than most cars on the road today!

The show started Saturday morning in the Avi Resort's HUGE parking lot where there was plenty of trailer parking, plus a KOA across the road for the attendees who travelled by motorhome with their little cars. A bonus feature was great visibility from the road, and that resulted in a large number of spectators that viewed the microcars as they visited the casino or travelled through the tri-state area.

The hospitality area was Lou & Laural Hudgin's yellow GMC Motorhome, which also was their tow vehicle to bring their Velorex. Speaking of motorhomes, 360 Club member Mark Pobanz from Lancaster, CA arrived in his Alpine CAT-powered motorhome with a three axle enclosed trailer that housed his 360 van (formerly owned by Subaru 360 Club President Ed Parsil and his wife Anita) and 360 yacht car (formerly owned by 360 club member Ralph Lopez, RIP); total length of Mark's rig was an amazing 64'!!!

Attendance and car count always varies from location to location and from year to year, and this year there were 17 cars registered, and 13 made it to the show. The impending shutdown of businesses resulted in a few no-shows. But while the car count was lower this year, it resulted in more social time as car owners were able to spend more time looking at each car and talking with the other owners. Here is list of the cars at the meet:

- Austin Somerset (1)
- Subaru 360 Van (1)
- Subaru 360 Yacht (1)



Subaru 360 Sedan (1)
 Velorex (1)
 Morris Minor Van (2)
 Trabant (2)
 Metropolitan Hardtop (3)
 Metropolitan Convertible (1)

Saturday evening we all gathered at the Avi Resort for an excellent buffet with door prizes and award presentations to round out the event. Dale & Mindy Kindelberger's Subaru 360 Fire Chief Sedan was recognized as the best Subaru, and Mark & Jaymie Pobanz's 360 Yacht was awarded second.

The Nellie Gnepper Best Engine Compartment award went to Peter Szekeres' Trabant wagon (Peter owned both Trabants, one of which is a rally car that has competed in Europe and been on its roof more than once!).

The Most Unique award went to Lou & Laural Hudgin for their Velorex (and Lou gave exciting rides Saturday afternoon to anyone and everyone who could shoehorn themselves into his fabric bodied three wheeler!).

Best of Show went to Nancy Gnepper, plus as noted above she was specially recognized for being the only person to attend all 40 meets.

After the awards were presented, there were discussions about the future of the meet and car gatherings in general. All of us know that our little cars are getting older (but certainly we don't get older with them, do we??). As owners car collecting interests change, the cars move on to new owners and oftentimes change location within the country or world.

As a result the number of cars and the identity of the owners change from year to year, and in the case of the SWULCS, change from decade to decade. When the meet first began in 1981, it was more of a simple gathering of enthusiasts that required much less planning than what exists today. In fact, the original flyer for the meet, sponsored by the Heinkel-Messerschmitt-Isetta Club, asked attendees to "bring your Super 8 home movies and/or slides of our little cars (Kodak Carousel & Bell & Howell cube projectors available)." Wow, how times change.

To put on a meet like this one in Laughlin is a huge time commitment and as we know time is such a precious commodity these days despite the fact that everything is so fast (such as fast food, fast communications, and life in general). Oftentimes when the

banquet is coming to a conclusion there is an announcement of where next year's meet will be, but as of now that is an open issue. A few people have expressed an interest in hosting, but to do so they need to gather some local support as experience shows that a successful meet requires a committee of people or sponsoring car club to share the responsibilities. The consensus of the people at the banquet is that there will be #41 somewhere in the Southwest (and note that "Southwest" over the years has expanded as far north as San Jose and Sacramento, and as far west as Long Beach on the Pacific!). But perhaps the meet leaders will reassess whether the meet should return more to its roots of a simpler gathering (but without Kodak and Bell & Howell projectors!!!) and perhaps with more driving to points of local interest. Time will tell, but we all agree that the past 40 years have been a tremendous ride!

Just as a closing note, Larry Claypool from Chicago let all of us know about a not-to-be-missed event in Summer 2021. In Kalamazoo, MI there will be a MICRO/MINI CAR WORLD MEET! In 2010 Ken Weger hosted a spectacular meet of this nature in Crystal Lake, IL (near Chicago) and it drew microcars and enthusiasts from throughout the United States and Europe. And the 2021 meet is being planned to carry on Ken's tradition.

The 2021 meet will be held at the famous Gilmore Car Museum in Hickory Corners, MI (near Kalamazoo), that houses the largest collection of vintage and historical cars in North America. So mark your calendars for June 18-19, 2021 with plenty of details to follow through car clubs, printed media, and of course social media. Also, please contact Jim Golomb (see below) to get on the email distribution. *Please, please, please*, pass this information to everyone you know, and let's make this a huge worldwide gathering of positive people and fun little cars!!! 💎

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Castlemaine Renault 4CV Mini-Muster – a delightful weekend!

by John Waterhouse

The Renault 4CV Register of Australia has about 130 members scattered across a continent. We meet every two years, at a “Muster”, always held in central New South Wales, the best compromise area for the majority of members. Nonetheless, many members find the distance to Musters to be challenging, a fact of life in Australia.

A few weeks after our last Muster, in 2019, young Victorian member James Cavanagh and his wife Amy volunteered to have a “Mini-Muster” the following year near Melbourne. What a great idea! The result was a very successful Mini-Muster in Castlemaine, a 19th century gold-mining town about 140 km north of Melbourne. It was, as planned, a smaller event than a full-scale Muster, but it was attended by many people who had not come to a more distant Muster.

Amy and James deserve a huge thank-you for organising the Mini-Muster while working full time with a young family! It's so good to have younger members stepping up in the Register. The whole family stepped up too, with three generations and a total of about 10 or 11 Cavanaghs of various ages. Wonderful.

Most attendees were from Victoria, but past-National Coordinator Frank and Linda Wicks drove their 4CV from Gosford, NSW, some 1,000 km, and Phil Harrison, President of the Renault Car Club of Queensland drove his very original Dauphine from Brisbane, some 1,500 km. Col Redmond and Glenn and Cate Pauley trailered their immaculate 4CVs from Adelaide (about 700 km) and we flew from Perth (3,500 km). Alex and I were honoured to be invited to drive the late Ian Cavanagh's 1957 Affaires model – a fourth Cavanagh generation present at the Mini-Muster in spirit at least!

The event attracted a good range of models, two Caravelles (one of which is reportedly from the last 200 produced), both Dauphine and Dauphine Gordini and an R4, all of which are direct 4CV derivatives. We also welcomed a very neat R16TS, a V6 Alpine GTA Turbo, the very last of the rear-engined models and a V6 Clio.

Another long-standing member and former 4CV owner arrived in a different style in his non-French but very nice and comfortable Vanden-Plas Princess 'R' (at rear right of photo, below). These are interesting cars, perhaps the nicest of the Farina-styled BMC saloons of the 1960s, complete with their 4-litre Rolls-Royce engines and high-speed cruising capability. No doubt their small production (6,999) ensured that they were



Cavanagh 4CVs en route for Castlemaine



Breakfast stop en route from Gosford, NSW to Castlemaine



4CV display at the Mini-Muster, including the lovely AX, the Alpine GTA Turbo (and the Princess 'R')



The other Renaults – Dauphines, Caravelles, R4, R8 and R16TS

made at a loss. But we digress...

Another unexpected pleasure came in the form of Bill and Robyn Betts' 1908 Type AX Renault, en route for an event in western Victoria. This lovely car was active all weekend and showed just how usable cars had become by 1908 and gave several children a great experience.

Bob Watson, well-known personally or by reputation to many of us after winning the 1970 Australian Rally Championship in a factory R8 Gordini among many other things, joined us on Sunday morning in nearby Maldon. Bob has a rally R16TS and, more directly related to our 4CV Register, a 1959 Dauphine Gordini.

It was a great event with plenty of time to talk and visits to various places of interest including an unexpected hot rod museum, a testimony to the amazing man who had built the cars.

We've had a few of these 'Mini-Musters' now and all have been very successful. It may become a standard event in the 'off' years. There is a current proposal to have one in South Australia's Barossa Valley, close to the State capital of Adelaide, scenic and full of wineries and restaurants – it sounds the perfect place! 🍷



1908 AX Renault at Castlemaine



V6 Clio and Alpine GTA Turbo



Plenty of time for discussions....



Dauphine Gordini of Bruce Porter



Final lunch at Buda House

1959 4CV Bunce/Buck H-Mod

by Marvin McFalls

Back 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://youtu.be/VVoPE6jpldw>



Unbelievable Find: An Electric Renault 12 NASA Tested Decades Ago

from www.infobae.com



The R12 was available in the United States in the 1970s, and seven R12s were used to test electric conversions after the 1973 oil crisis. Only two of those cars were rumored to still exist, the whereabouts of the others unknown. Now one was found one with 18,000 kilometers that worked until a few months ago.

Its simple mechanics and reliability quickly catapulted the R12 to worldwide success, therefore the model was imported to the US despite the fact that Renault's market presence there was already waning rapidly.

The US version had dual headlights and voluminous bumpers. The model began to gain importance in 1973, during the oil crisis, when the United States Department of Energy started promoting electric vehicle programs to reduce dependence on oil imports.

Thus EVA was born (Electric Vehicle Associates), a company founded in March 1974 in Brook Park, Ohio. During its brief existence – until 1982 – it converted cars with combustion engines to electric drive. The company used several models: some Ford Escorts (called EVCort), Ford Fairmonts and even Mustangs, some pick ups and vans, and the Renault 12, which was renamed EVA Metro.

The EVA Metro, promoted as a luxury electric sedan, was equipped with 16 or 19 6-volt lead-acid batteries, located both in the engine compartment and in the trunk, which allowed for a range between 65 and 100 kilometers per charge. The battery pack raised its weight to 1,429 kilos (about 500 kg above the original Renault 12), had an estimated useful life of 45,000 kilometers, and could be charged in just six hours when connected to a regular household outlet. The electric motor delivered 13 HP (10 kW) and could accelerate from 0 to 50 km/h in 12 seconds, twice the time the 1971 Renault 12 with its 1.3-liter engine needed.

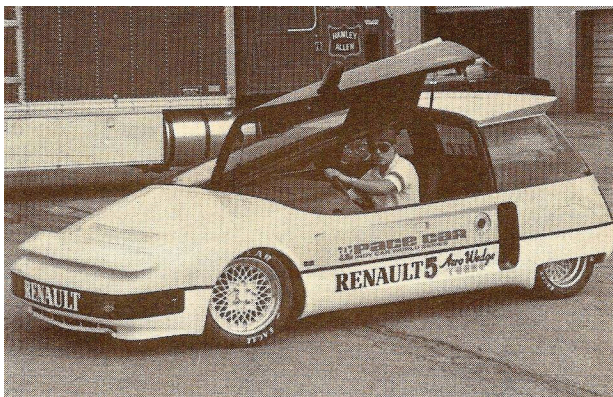
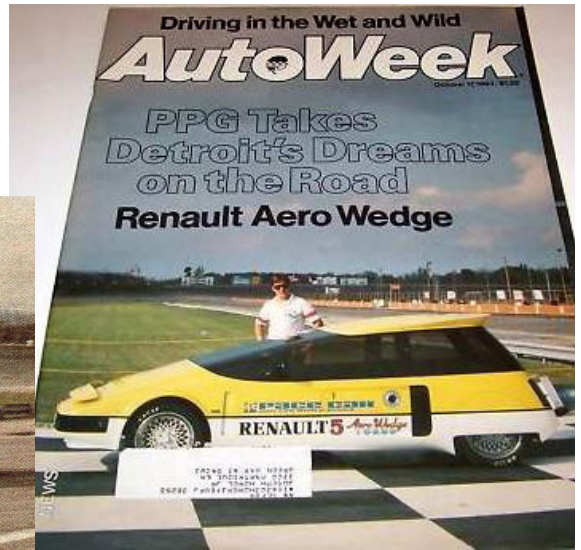
NASA tested the EVA Metro in 1975 and 1976 along with other electric cars under the ERDA (Energy Research and Development Administration) Program for their commercial viability. The tests, which analyzed cruising speeds, acceleration and braking capacity, among other aspects, were carried out in two stages: initially using the new vehicle, then the following year the car was evaluated again with 1,524 kilometers on the clock. The results were not satisfactory.

Continued on page 13

The Back Page - Renault 5 Aero Wedge Turbo – PPG Pace Car

This was a one-off custom concept with no known documentation. Unable to find any documentation of this Pace Car online. Please let the ppgpacecars website know if you have any information on this vehicle.

<https://ppgpacecars.com/renault-5-aero-wedge-turbo-ppg-pace-car/>



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