

Renault News

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CARLISLE 2021

**Renault Owners
Club**

 OF NORTH AMERICA



spring-summer 2021 | **IN THIS ISSUE**

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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

Publisher Triffet Design Group

Communications Support Sandee Weiner

Webmaster & Classified Ads Kurt Triffet

Librarian Michael Muller

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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**All back issues downloadable at club website.**

Individual hard copies (limited availability) 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

The Renault That Never Came Here

by Marvin McFalls



Preparing for this year's Carlisle Renault Made in the 1980's display, I recalled Espace was supposed to be sold here through the AMC network of dealers. I even proposed it as a possible vehicle to our friends at the Lane Motor Museum, to my knowledge the only owner of a first-generation Espace in the United States. However before we cry over spilt milk, let's reminisce how the Espace came to be.

Between 1978-1980, Matra was researching a successor for the Matra-Simca Rancho. Matra came up with an innovative idea of a one-box vehicle with 7 seats, suitable either for a large family or for business and recreation uses. While many different prototypes were built it was initially known as projects P17 and P18. At the time Chrysler owned Simca, but neither was interested, though it must be noted, Chrysler came out with similar vehicle a few years later. Simca was then sold off to Peugeot. Unfortunately, PSA did not think it had the money to invest in this new idea, and Matra was turned down.

It appeared such a radical new design had no future. As a last-ditch effort, Matra turned to Renault, which accepted the idea. Matra's P-18 version was modified to use the longitudinally mounted Renault engine, and a new prototype was renamed P23. It was eventually green-lighted and given the now very well-known name, Renault Espace. Espace was produced very much the same way as the Matra Murena, with a warm-galvanized steel chassis and polyester bodywork, at Matra's factory in Romorantin, France.

Due to Matra's many years of development in this technology, the result was a car with exceptional ride-comfort and obviously loads of space. Due to a fairly low center of gravity, it even had quite exceptional handling, especially for a vehicle its size. Needless to say, as it was launched in June 1984, Espace was nothing short of a revolution in the European car market. In fact, the French manufacturer even claimed the vehicle, which could seat up to 7 passengers, was marked as the world's first multi-purpose-vehicle or MPV.

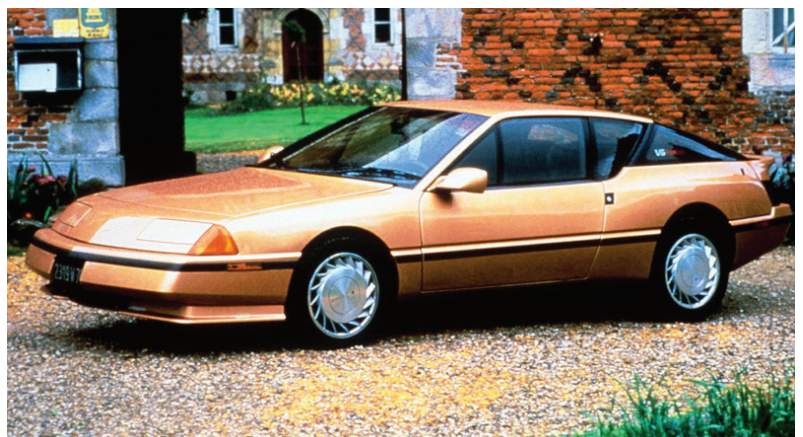
In October that year, Espace was on display at the Paris Auto Show beside the new Jeep Cherokee. At a press conference with the world's leading automotive journalists, Jose J. Dedeurwaerder, President and CEO of AMC, announced that Espace would be sold

in North America starting in 1986, while Jeep Cherokee would be invading the European Market in 1985. As it turns out only one of these statements proved true.

While in Paris, Dedeurwaerder, stated Espace was ideally suited for the North American market. With seating for seven and forty mile per gallon potential, he was quite right. However, with a significant steel structure, skinned in fiberglass the Espace was fairly heavy for its size. With only a 2.0 litre engine, producing a modest 110 hp, fully loaded with passengers and the A/C blasting would have been best described as anemic. Another significant hurdle would have been Chrysler's T115 Caravan-Voyager twins. While in Europe, Espace had almost no competition, but in America it would have been going head-to-head with the creator of the segment. Espace and T115 were comparable and competitive in almost every way, except the most significant—price.

Among other concerns that might have impacted Espace in the States, most significant would have been its signature, pivoting front seats; where driver and front passenger could turn 180 degrees and face the rear cabin. Great when Espace was parked. Maybe not so great when it was in motion. Due to DOT regulations, it would have been very difficult to get them approved for use here. Without that unique function, Espace would lose its most interesting and salient selling feature. Another, though less significant potential pitfall, was that in Europe, vans of all sizes primarily carry adults. Here, they most often haul children. Espace in its original, artsy and beautiful form simply didn't have interior materials strong enough to withstand the rigors of kids, and the messes they make.

By the end of 1985, Renault had invested significantly in AMC, and even though it was starting to turn a small profit, Renault began seeking a buyer for America's fourth largest automaker, and among other expansion plans called off the Espace invasion. Looking back at what might have been, imagine if AMC and Renault had just stayed the course, as within a year of AMC's sale to Chrysler, the two biggest growing segments in the American car market were SUV and Minivan. It seems that Renault, either by coincidence or design, had their finger on the pulse of the American market. With the addition of their Italian-designed, up-segment Premier V6 and the sporting Alpine GTA, Renault could have become much more significant player in the growing upscale car market. A market it successfully explored and exploited in Europe throughout the 1990s. 💎



Carlisle 2021

by Marvin McFalls



Believe it or not, this was the eleventh year that we have had a display in Building R, and starting in 2017 we have had the opportunity to use both sides of the building for displays. So, we have two unique invitational display areas as well as space for our Toys for Tots toy drive. We were still hampered by the uncertainty of the Corona Virus, and for this year's displays, we came up with featuring "Renaults Made in the 1980s", as well as a celebration of the 50th anniversary milestone of the Renault 12 in the United States. So, at 4:30 AM on Thursday morning I left in my Suburban filled with everything we needed for the show and the Toys for Tot toy drive, as well as my 1982 Renault Fuego Turbo in tow. After a few short delays attempting to find gas due to hoarding, I arrived in Carlisle a little after 1:00 PM.

By 2:30PM, we had our second car to arrive. It was Brett Melancon who had brought the Lane Motor Museum's Renault 5 Turbo II, along with former Fiat Club President John Montgomery who was driving a Fiat 500 Pop. Within a few minutes, Brad Stevens, had also arrived with our third featured vehicle. Next, Nick Dimopoulos arrived with his Renault 5 in Alpine trim along with his son George, driving our first showfield vehicle a 1987 GTA coupe. After placing our first three vehicles in the display, we were joined by our VIP guest for the event Christine O'Neill and Jeff Lane, who brought their 1985 Renault Alpine 310. We decided to leave the Turbo and A310 outside the building outside the building as eye candy for any early arrivers. Then Sandy Lea, brought in his 5-door Renault Encore, and Garrick Costa brought his 1985.

With one display partially complete, we began working on the Renault 12 exhibit. First into the building was Claude and Isaac Vancea brought their US Spec R12 Wagon, and Robert Tamas, who brought one of the three Dacia 1310s. While they were never sold in the States they were imported to Canada in the mid-1980s and a number have found their way here in recent years due to the 25-year exemption. The next car to arrive was nearly identical to the last, a second 1310 owned by Eric Mattson, the two blue 1310s would eventually be buffered by a red example.

With all the early arrivers in place, we made our way to building Y to check out the Opel display, then at 6:00PM walked over to Building T for a Pizza Party.

We immediately ran into John and Brett, as well as Claude and Isaac. As it turned out, the three had a lot more in common than anyone knew. Claude works for Fiat Chrysler in the engine testing department and he was involved with preparing all the different engines used by Fiat since their 2012 return to the market. As day began turning to night we decided to call the party early and plan to meet for breakfast.

We awoke early the next morning and I went to the fairgrounds, while John Vogler went to meet everyone at the Middlesex Diner. Meanwhile we had a few more Renaults arrive including Nick Chennell with his Fuego Non-turbo, 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 with Dan's 1965 Renault Dauphine. Once we placed Dan's car on the showfield, we had a number of R12 that had arrived late the previous evening. Including Daniel Picu's Red 1310 which we placed between the other two Dacia, as well as Darie Manea, with his European Spec and his Dacia 1300. Not to be outdone, Eddie Palaghita also brought two cars, a Dacia 1300 and an Electric Renault 12 known as the EVA Metro.

With one building complete, we awaited one final car to round out the Renault Made in the 1980s display. Finally, Hector Lopez arrived with Shawn Kennedy's 1985 Alliance Convertible. With that final spot filled then the Lane Motor Museum Renault 5 Turbo was placed in the middle of the room. Also, our showfield display was starting to shape up with Tom Gross in his Red 1987GTA Convertible, and Steve Radovanovich in his Eagle Premier. Centering the showfield display was the Lane Motor Museum A310

With all the cars now in place, it was time to get ready to kick off the Toy for Tots Toy Drive, with two scenic drives. As everyone who wanted to participate in the drives was temporarily released from the display. Following the Toy Drive we had two more Renault owners arrive. Joe Wagner and Linda Connell, but in Linda's Honda as they decided to leave their Renault at home. Lastly, Lloyd Mathis, finally made it back to the show, after spending much of the day dropping off a Renault LeCar to Clayton Hoover.

With everyone now here, it was time to start preparing our dinner plans. Normally we have a fancy meal on site but due to the pandemic we decided to patron some of the downtown establishments. We expected it not to be crowded as Dickenson College had previously announced they were having a virtual graduation, but had since decided to have three





smaller graduations. Eventually, we were forced to break up into two groups, one chose Indian cuisine and the other BBQ. I lead the BBQ group to Redd's, one of my favorite establishments in Carlisle, and the larger contingent made it to the Indian restaurant. After enjoying a fabulous meal, I then returned to rest of our group for cocktails while they waited for their main course to be served. Then most of us returned to the hotel to call it a night.

As Saturday morning came, much to our surprise the sun was shining. It has been three years in a row we have 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 assistance, we were preparing the Toys for Tots displays outside of each side of the building. Finally, our last vehicles arrived, Herrick Sesselberg who drove his three-door LeCar as a last-minute stand-in for our five-door LeCar that had dropped out. 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.

At 9:30AM we started off the day with the presentation of Eddie Palaghita's Electric Renault 12 known as the EVA Metro. Eddie had his car mechanically restored by Entropy Racing, the same company that had two Spec Renault electric racers at the show two years ago. The EVA was a groundbreaking electric vehicle from the 1970s, including being tested by NASA and the first electric vehicle to ever be crash tested by the DOT, it was also featured in the 1977 Inaugural Parade. After the presentation, Eddie offered rides to anyone who wanted to try it out. Next Karl Fosburg, led a discussion on the potential improved performance as well as the possible pitfalls of converting a classic car from carburetor to fuel injection. He discussed his personal experience as well as let attendees know what type of products were commercially available.

After the informative sessions we moved on with our program. At 1:30PM, it was time for the results of the car show. This year, we had a distinguished panel judging the cars and I passing out the awards for First, Second, Third, and Honorable Mention as well as Best Restored, Best Preserved and Best of Overall. The results were: Best Overall – Brad Stevens, Best Restored – Dan Barton, Best Preserved – Garrick Costa, 1st Place – Lane Motor Museum, 2nd Place – Eric Mattson, 3rd Place – Eddie Palaghita, and Honorable Mention went to Nick Dimopoulos. Following the car show, I lead a team of volunteers collecting all the toys

from the Toys for Tots toy drive. At 4:00PM I broke away and went to the car corral. While everyone else continued to hang out, primarily in the building due to the bright sun baking the fairgrounds. While I had no intention of buying anything, I came across a 1980 Fiat 124 Spider that caught my eye, and after a spirited test drive, I bought the car.

Following a full day of activities, a number of us decided to go out to dinner, while others made their own plans for dinner. After enjoying another nice meal and conversation, at that point some of us decided to called it an evening, while others decided to check out the Carlisle nightlife, but plans were made to meet back at the fairgrounds on Sunday morning. Some of us first went to the Waffle House for a farewell breakfast, before heading back to the fairgrounds to pack up. At 9:00AM we all met back at the building. Almost all of the fabulous volunteers returned to fairgrounds to help tear down the displays. By 10:00AM the buildings were nearly empty, and by 10:30 everything was finally packed up. It was time for me to get back on the road. Just a little more than an hour into my drive I saw my first sprinkle on the windshield. While it rained on and off for most of the way back home, it was never heavy and I arrived just after 6:30PM.

Here is a quick report on our turnout. We had twenty-two Renault powered vehicles including two Alpines, a Dauphine, two Eagles and five Dacia. Models featuring single examples including R5 Turbo, Alliance Convertible, Encore, and GTA convertible as well as a pair of LeCars, Alpine A310s, Fuegos, GTA coupes and Eagle Premiers. Three Renault 12s, and five Dacias, two 1300s and three 1310s.

It was another incredible show, and we are all looking forward to returning to Carlisle next year with a full program of activities. If you did not make it to this year's event, hopefully you can join us next year. We are already kicking around ideas for next year's Featured displays, special guests, and new and exciting activities. So, make your plans to attend May 13-14, 2022. 🍷







EVA Metro

by Marvin McFalls



METRO



The energy crisis of the early 1970s generated renewed interest in the electric car segment in United States, primarily in an effort to reduce dependence on fossil fuels as well as use of foreign oil. These effort by the Federal Government led to expanded energy research and development efforts. That led to Energy Research and Development Administration (ERDA), now known as the Department of Energy, to create various programs to promote electric vehicle development. As a result of one of the new programs, in 1974 the Electric Vehicle Associates or (EVA), a company that converted thermal cars into electric vehicles was formed. Based in the Cleveland, Ohio area, this company would go on to electrify a number of different automobile makes, and numerous different forms of electric powered vehicles starting with the Renault 12, which they renamed the EVA Metro in 1974.

Electric vehicles had used the same principles since their inception in the late 19th century, however the EVA Metro was the first to shift electrically. This was accomplished by activation of the accelerator foot pedal controls the on-off conduction cycle of the controller, and then the power flow to the propulsion motor. The motor in turn drives the torque converter of the mechanical transmission which in turn drives an automatic transaxle. The gear shifting of the transaxle in its three forward speeds is controlled by two solenoids with electrical energizing coils, while the reverse gear is activated mechanically. The shifting of the transaxle is accomplished electrically by comparison of motor speed and its current, and a pre-set gear shift selector. Power transfer to the wheel increases commensurably with accelerator pedal travel.

Electric vehicle conversion usually consists of the replacement of a car's combustion engine and connected components with an electric motor and batteries, to create an all-electric vehicle. However, the vehicles supplied to EVA by Renault could be best described as gliders. That is, there was no gasoline engine, exhaust system, fuel tank or related components in the vehicle as it left the Renault assembly line and was delivered to EVA. The original braking system was retained, with vacuum for the power-assist brakes being provided by a separate pump which drew power from the accessory battery system.

The Metro was originally fitted with a Cableform,

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Pulsomatic motor controller, a Baldor 96 volt series wound motor, 16 golf-cart (lead-acid) Type EV 106 Exide batteries, a custom-built Battery Marshall charger for the main traction pack, and a separate ESB charger for the 12 volt accessory system. Six traction batteries were mounted over the motor under the hood, and the other ten in the trunk. The motor was mounted to the original flywheel of the original 3-speed automatic transmission. The charger worked either with a 220 service or on a standard 110 volt circuits.

In 1974, construction was completed on what would become the first EVA Metro. Because the car was bought incomplete when finished it would be titled as and EVA and not a Renault. Once completed some in house testing was done and some publicity photos were taken.

The North American Space Agency (NASA) was the first government agency to test electric vehicles. Since there were not many electric vehicles on the American market in 1975, the agency purchased a total of eight electric units, the first of which was the EVA Renault 12 electric. In the end, the results were not satisfactory, so NASA decided to cancel the program and sold off their entire electric fleet including the EVA Metro.

The EVA Metro used in the publicity photos, as well as the one that Eduard Palaghita has, are 1974 models. The one used by NASA was a 1975 model. The difference between them is the rain gutters. On the 1974 models they slope down following the contour of the rear windows while the 1975 models they went straight to the rear windshield. Eddie's EVA was purchased new in Ohio. It is possible that it belonged to an employee of the company, although it is not known who the actual first owner was. It was used on Ohio roads and suffered some significant rust issues in both the battery compartments and structurally. At some point the original Baldor 96 volt electric motor was replaced by a GE motor.

Then, in 2007 it was acquired by James Curtis, who brought it south to Peachtree City, Georgia with just over 5000 miles on the odometer. James replaced the controller and the batteries and was able to get the Eva operational again, covering about 6000 miles over the next decade. About that time, James put the car up for sale and it was discovered by a Renault 12 enthusiast. However, unsure of what to do with an electric vehicle, he decided to pass the incredible find on to the best-known collector of Renault 12s in the country, Eduard Palaghita of New York City.

Not having a proper place to store the EVA Metro in New York, Eddie had the car taken to another Renault 12 enthusiasts home in Maryland in 2017. After storing it for a time, he then moved it to New York where it received a new set of tires, as well as cache of New Old Stock parts Eddie had gathered over the years.

Finally, in 2020, Eddie took the EVA Metro to Entropy Racing in Sacramento, Pennsylvania. Entropy is best known for converting Spec Renault race cars into electric powered racers. The team at Entropy, led by Jeremy Clemens, did a complete mechanical restoration, including rebuilding the GE electric motor, then they replaced the sixteen, 6-volt batteries with modern lithium phosphate type batteries. Also completing a number of structural and floor repairs they also repainted the engine bay and trunk area during the project, while leaving the car's exterior paint completely original.

Then in 2021, it became the first EVA Metro to make a public appearance since the 1977 Inaugural Presidential Parade. This latest presentation was part of the 50th Anniversary Celebration of the Renault 12 in the United States. It took place at the Carlisle Import and Performance Nationals on the 14th and 15th of May. Following the presentation members of the motoring press and spectators were offered rides in the earliest known example of an EVA Metro that remains. While it may never be fully determined if Eddie's car is the same car from the original publicity, it is definitely the same color and model, and the only one of the remaining models that could be the prototype. 💎



Toys for Boys - The First A110S in Romania

by Tom Bruinink



If your parents have been Renault and Dacia dealers for decades, chances are that you are also quite infected with the Alpine virus. This was also the case with the sympathetic Romanian Bogdan Popescu. When he finally got his driver's license, his first car was, a sporty Mégane RS. A beautiful car with which you can score a lot of points within your circle of influence.

Bogdan was very satisfied with his Mégane RS, until he saw the first photos of the new Alpine A110S, and after reading numerous glowing reviews by the automotive media that this was "the car to have". Only one problem: Alpines are not imported to Romania. But at this point, Bogdan refuses to surrender; he calls on a Dutch associate, and asks him, How difficult can it be? Especially if you have the necessary cash in hand.

It turned out, the choice of the car's color would end up being the biggest bump in the road to signing a purchase agreement. The Alpine sales representative at Stam Alpine Center in Soestdijk - Eva de Gelder - was definitely put through her paces. White... no, that's more the color of a boring business car. Blue... no, the desired black carbon roof is less attractive. Finally settling on white, or more specifically: Blanc Irisé, the actual name of the hue.

With the color finally chosen, then the waiting for the delivery of the A110S could begin. But much like everything else these days, the pandemic has not only caused further delays, but also required a new delivery strategy. Due to the local lockdown in Romania, the original plan to pick up the car in person in The Netherlands, turned out to be impossible. Finally by the fall of 2020. A truck was finally dispatched and given the honor of delivering the new A110S. Once loaded, it took a three-day's journey to finally reach its destination.

Sitting in the passenger seat was a comprehensive welcome package for Bogdan, including tulip bulbs and a copy of the magazine, Alpine Revue. Bogdan had been very worried that the car would not be able to complete the long journey without sustaining damages, fortunately it turns out that his fears were unjustified. Early in the morning - certainly a good way to describe the 5:30 AM drop-off - the white Alpine was driven off the transporter. The moonlight on the beautiful paint made it an almost fairytale event. Finally his long wait had been rewarded. Bod-



gan was finally able to place hand on his 'new baby' himself. All that remained was completing the paperwork, and a few days later, he was able to attach the Romanian license plates to the car. Now the fun could really begin.

For the first thousand miles, Bogdan climbed behind the wheel and operated the car with great caution. Eventually, with the honeymoon phase complete, then Bogdan became more daring. Regularly putting the Alpine through its paces, and even allowing a close friend to experience his new car. But that someone is not just any acquaintance. It is our mutual friend, Costi Stratnic, a great figure in Romanian motorsport. The multiple hill climb champion normally pilots his 450 hp strong, Dacia Logan STCC, and is therefore quite used to a high performance vehicle. But just after a weekend of touring with the A110S, the only word the racing champion could utter was "Amazing".

After Costi has delivered the Alpine back to Ramnicu Valcea, and Bogdan has safely returned the key card to his pocket, it is very clear: the Alpine brand has attracted another enthusiast! Whether this will stay with the only one Alpine in Romania? Probably not... It seems like that more Alpinists will follow.

Besides being Romania's first Alpine owner, Bogdan also started to make a name in motorsport. In 2020 he formed the Total Racing Team, together with Cosmin Ion and the before mentioned Costi Stratnic. As a rookie, Bogdan starts his racing career in a Logan 1.6 litre. During his first hill climb race in Resita, he immediately conquered first place in his class. While his teammate Costi extended his winning streak as well in impressive fashion. We wish the three good luck in the new season. A year in which Cosmin hopes to surprise the competition with a special prepared Logan 2.0 Proto.

For almost thirty years, Flamicom has represented the Renault, Dacia and Nissan brands in Ramnicu Valcea. In the 'Dealer of the Year' rankings, the company scores top positions year after year. Flamicom clearly has motorsport in its DNA and has been sponsoring one of Romania's best drivers: Costi Stratnic for many years. His unique Dacia Logan STCC was once designed for the Scandinavian Touring Car Championship and used by Renault Sweden to put the Dacia brand on the map. After that, it was a great honor for Costi to achieve successes with this car in his own country. And he has certainly succeeded: GT champion 2017 and 2018 and winner class E2/H in the years 2019 and 2020. 🏆



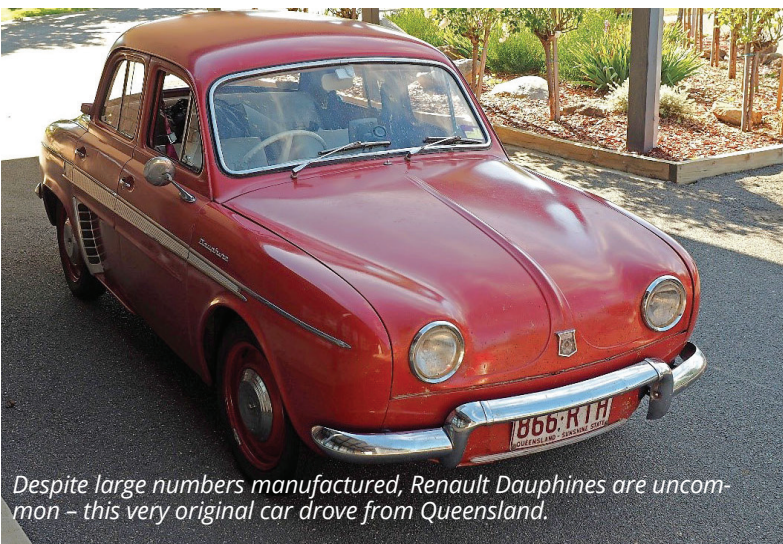
Renault Muster Australia, 2021

by John Waterhouse

Saturday morning's lovely display in a Yass Park.



George and Sandra Hames have driven their blue, original 4CV from Dalby, Q'ld to all 16 Musters.



Despite large numbers manufactured, Renault Dauphines are uncommon – this very original car drove from Queensland.

Every two years, the Renault 4CV Register of Australia meets over Easter in a country town in New South Wales at our "Muster". They are delightful social events with no competitions! The Register welcomes all rear-engined Renault models that are derived from the post-war 4CV model and early R4s that used the same engine and transaxle. Naturally we are pleased to see other classic Renaults at our Musters and members often bring later front-drive cars from the 1970s and 1980s, and even younger cars.

The Renault 4CV, sold in Australia as the "Renault 760" and later as the "Renault 750", was one of several low cost, small cars aimed at the post-WW2 market in the late-1940s and 1950s. Money and materials were in short supply and the car's size reflected that situation. About 14,000 4CVs are thought to have been sold in Australia, many of them locally-assembled. Somewhere between 50 and 100 cars have survived in running condition and no doubt more are still hiding in sheds across the country. The car's success probably saved the recently nationalised Régie Nationale des Usines Renault from financial collapse.

The 4CV Muster was never going to be easy in 2021 with the Covid pandemic to consider. Despite state borders opening and closing and local shut-downs occurring with short notice our 17th Muster was held very successfully in Yass, near the national capital of Canberra. Cars came from every state except the island state, Tasmania. Most of the Queensland contingent couldn't come, due to a three-day Covid shut-down about four days before the event (Yass is about 1,000 km from Brisbane) and others outside NSW were no doubt deterred by uncertainty.

A few long-standing members couldn't make it for family reasons unfortunately. Nonetheless, we had about 20 4CVs, four R8s, three Caravelles, one Floride), one nice, unmolested Dauphine and a rare 10S. Other cars included a 17TL, a new Renault Koleos, an SUV used as a tow-car, a Renault Captur (a small SUV-like vehicle) and, from nearby Canberra, a new Alpine A110 and an R12 wagon.

To add to the variety of Renaults at the Muster, one member arrived from Sydney in his very nice 17TL and two local enthusiasts from Canberra came, Barry McAdie in a new A110 and Lisa Molvig bringing in her lovely yellow R12 Estate. Considering all the uncertainties of the last year, it was a good turnout

and we are extremely lucky to have been able to hold the event at all.

We had our usual sequence of displays, barbecues, a good swap meet and the biennial dinner and general meeting. Important in the scheme of things is early brainwashing of the next generation! Two of this charming group are the fourth generation of the Victorian Cavanagh family

One anticipated arrival didn't disappoint. Over the last year David Cavanagh and support team have been restoring the only surviving factory R8 Gordini from the 1970-71 era when they won state and national rally championships. Rallycross disposed of some of these cars unfortunately but spectacularly. David's car is the winning vehicle from the 1971 Victorian Rally Championship and has been superbly restored to its rallying condition. It was quite a blast from the past for those of us who remember the glory years of the R8 Gordinis.

Our next Muster, in 2023, will be held in Moama, NSW, a lovely town across the River Murray from the 19th century paddle-steamer port town of Echuca. Should be a great location.

In the meantime, we will have a "Mini-Muster" in South Australia's Barossa Valley just before Easter 2022. A large proportion of Australia's wine production is bottled in this area, where vineyards were first developed in the 1840s. Mini-Musters are smaller events which aim to bring out more local cars whose owners don't manage the greater distance and time commitments for full Musters over Easter.

Postscript

Your author prepared fully for the Yass event, finally acquiring a car trailer to take the 4CV over from Perth. Alas, it was not to be, as the Scenic's hydraulic clutch slave cylinder failed on the final gearchange coming up the hill into Eucla, almost exactly half way to Adelaide. Eucla is a bit remote and there is no public transport! To cut a long story short, the wisdom/luck of taking out the RAC's Ultimate Plus roadside cover became clear – at the cost of \$19 to upgrade our cover, the vehicle was taken to Adelaide (at a cost of thousands of dollars).

We can't speak highly enough of Simone and Russell, who run Eucla Towing – although remote, there are much worse places to break down than Eucla! It has lovely views over the low plain across the Southern Ocean and is a haven for small birds.



Pretty Floride with factory R8 Gordini.



Rare Renault 10S, a model unique to Australia (only 1200 were made).



Colin Redmond's newly-installed, additional cooling vents – beautifully cast and polished.



Autumnal tints in Canberra – a lovely yellow Renault Virage wagon, R8 Gordini, R8 and R17 TL.



Part of the morning 4CV display in Canberra.



Having sold his 10S, one member treated us to a rare 17TL – a good example of styling that hardly dates at all.



The 1971 Victorian Rally Championship winner.



Our 2007 Renault Scenic at Madura Pass – always a great view, and then.....

Unfortunately, the 4CV and trailer had to stay in Eucla but Alex and I were rescued within two days by Stef Brayley, also towing his 4CV to Yass but with a much newer Renault Koleos. Alex enjoyed Easter with her sisters in Adelaide and Stef and I went on to the Muster. It could have been much worse.....

Thanks to an old friend, Philip Kitto (President of Club Automobile Francaise in Adelaide and a fellow 4CV owner), we sent the car to Wright Street Mechanical in the Adelaide CBD. There the clutch was fully replaced within our holiday timeframe and parts were available locally. They are an excellent and competent workshop and look after Philip's Megane (the Scenic is actually part of the Megane range). I can find almost no-one who has had a failure of the Megane clutch hydraulics, or who tows a car trailer with one for that matter – the only examples, being a fellow 4CV and Megane owner in Brisbane. All of our Scenics are manuals, and secondhand, with 14-16 years of city driving behind them, so there's really nothing to complain about. 💎



Woe!

Manic in Racing

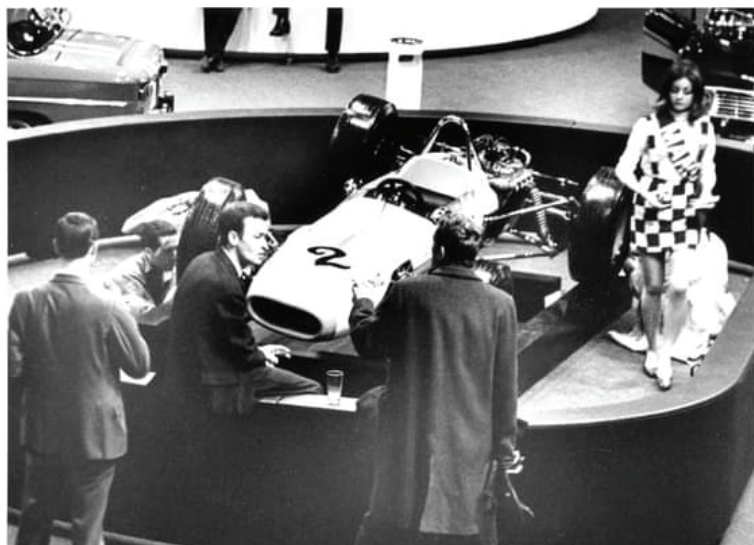
by Marvin McFalls

In the mid-1960s, Renault Canada began importing the R8 Gordini. While based on the diminutive and under-powered, Renault 8 sedan, following intense modifications to nearly every major component and system, the new sporting version had significantly enhanced capabilities over the original version. Jacques About, who was at the time employed by Renault, acquired his first Gordini from his employer, after it had been wrecked in the Shell 4000 continental rally. He stripped everything Gordini off the destroyed racer and transferred the remains into a standard Renault 8.

While no one knew at the time, this was the start of what would one day become Manic. So what had begun with Jacques, along with his friend Maurice Gris, a mechanic he had met at work, working to rebuild one wrecked Gordini, turned in to 10-12 gearheads tinkering with several Renault 8 Gordini at the garage behind Jacques rented home in Longueuil. Then racing them every weekend at the Saint-Jovite circuit, which today is known as Mont-Tremblant. From these humblest of beginnings, they eventually moved into a 32x32 foot garage located in the Montreal suburb of Greenfield Park.

One of the dirty Gordini dozen, was named Tim Edgington. At the time he met Jacques About, he was competing in an Austin-Healey Sprite. Somehow, Jacques convinced the young driver that he needed to make the switch to a Renault. Soon Jacques found an R1134 Gordini, and sold it to Tim. He immediately started competing with it in the summer of 1968, mainly at Saint-Jovite.

Following the 1968 racing campaign, About turned his attention to building his own car, the Manic GT, which he debuted in the spring of the following year. Around the same time, Jacques suggested that Tim cut the body of his Renault 8 Gordini to transform it into a Manic GT racer. To say the least, Tim was hesitant, but in the end, he went along with his friend's plan. His little Renault 8's body was completely cut, and only the floor pan remained. A new safety cage was also installed and a brand new body, without headlights, was attached to the chassis. The car was then equipped with small fins at the front to improve stability at high speed. The 1108cc Gordini engine was retained, but unlike the road Manic, the radiator was moved to the front for better cooling. Thanks to these modifications, the car becomes more efficient, and the aerodynamics were significantly improved, making it more stable at





high speeds.

Tim Eddington became Manic's first satisfied customer, as he went on to compete with the new and improved car, throughout the 1969 season at Mont-Tremblant, as well as Mosport and Trois-Rivières. At the end of the year, Tim Eddington was forced to sell his car back to Jacques About, because he was leaving Canada to go live in New Zealand. Though numerous attempts have been made over the years to find this original Manic racer, to date it has not been discovered, and no one from the team can recall what became of it after they reacquired it from Eddington.

But even before Eddington had his Gordini converted into a Manic Racer there was already a race car with the name Manic in the stable. To attempt to get publicity for the new venture, which at this point was known as L'Ecurie Manic Inc, Jacques About obtained a French Formula C race car known as a GRAC, which stands for Group de Recherche de l'Automobile Competition. Jacques About was able to scrape up just \$4000 Canadian and sent Maurice Gris across the pond to pick up the car in Valence in the South of France. Along with the Formula C racer, Manic had also acquired the rights to reproduce the car in Canada.

The French GRAC made its first on track appearance at Saint-Jovite with Jacques Duval in July 1968. That summer, this original GRAC, now with a Gordini engine set a Formula C lap record on both the tracks at St. Jovite, and Mosport. This racing success attracted some initial interest from investors, as well as sponsorship from French cigarette maker, Gitanes.

With the French car as template, The Manic team built their own version of the GRAC, and at least two examples were constructed using Renault Gordini powerplants. These were the first Formula cars ever built in Canada. Unfortunately, these single-seaters do not appear to have been registered with any sanctioning body, so it is difficult to retrace their competition history. However, in 1968 two Manic GRACs, that were not the original French example, competed. Tim Eddington piloted the #31 Manic-GRAC and an unknown second driver, possibly Marcus Mussa, Eligio Siconolfi or Gérard Cellier, competed in Manic #32.

While it is not known exactly how many of the Manic-GRACs were actually produced an original photo show two cars under construction along with the original French GRAC. Also an advertisement was printed, marketing the new Formula C racers to potential Canadian buyers. To date, only one example remains. This car currently resided in Belgium. The owner is Philip Qu, who acquired it in the Netherlands

in 2016: He actually found this car by chance, he was looking for a single-seater with a Gordini engine, which the aforementioned example fit the bill. It was painted in a hue of yellow and was in horrible overall condition.

Philip Quy completely restored and repainted it in the colors of the original Manic GRAC race trim, the car has also been modified to meet modern safety regulations. According to documents that were included with the car it was initially imported into Belgium from Canada, then it had two owners in the Netherlands before Philip returned it to its adopted home. It is fairly easy to differentiate, between the GRACs and the Manic-GRACs. The chassis tubing of the French GRAC chassis are in metric measurements while those of the Manic are SAE. Also the roll bar on the original French car was chrome plated, while the Manic was painted black.

Until recently it could not be determined if the Belgium car was either the original #31, #32 or possibly another unknown Manic GRAC. However, photographs have surfaced of a second Manic GRAC that was owned by Castor Renault in Richmond, British Columbia, during the early 1970s. Following a forensic comparison of the original photos of the #31 and #32 cars as well as Quy's car and the Castor photos. It seems significantly likely that the Belgian car of Philip Quy was originally driven by Tim Eddington, and the Castor Renault car was the #32 racer.

Once the Manic GT was in production, Jacques About and his team also embarked on the construction of a prototype racer intended to compete in Group 6. Jacques About named his latest creation PA-II, in tribute to his father Pierre About. Serge Soumille, designer of the Manic GT, was also responsible for the design of this car. The basis of the new chassis was aluminum tubing, which was previously only used in the construction of bicycles. It was quite light but also very stiff. The new Chassis then receives a 4-cylinder 1.6 litre engine rated at around 170 hp.

They had acquired a Vegantune prepared engine, which used a Brian Hart block which had come from England. The gearbox also came from a British manufacturer, named Hewland. The suspension wishbones were made in-house, but the hubs and brake discs came from Lotus. As for the body, entirely made of fiberglass, it was also produced at Manic. "A cabinetmaker had produced a full-scale model, made of wood, then the Manic Team cut it into pieces to make the molds used to manufacture the body. Jacques About had great ambitions for this project, planning to participate in several prestigious races, including the 12 Hours of Sebring.

Ultimately, the PA-II only made one official appearance, during the 6 Hours ACAM de Mont-Tremblant in October 1970. During this race, Serge Soumille teamed up with Jacques Couture, and were comfortably in control, leading their class, when the team was forced retire due to a technical problem. Prior to the race, the team had set up the car to try to limit the amount of travel in the front suspension. This caused some of the lighter components to bend, and the PA-II to end its race prematurely.

Following the closure of Automobiles Manic in May of 1971, the car was sold by the company's creditors. While no one knows who initially acquired it, Vince Murray, the former owner of the mid-engine Manic GT prototype, recalls seeing it compete a following the bankruptcy. Thou he cannot recall when and where he saw it race. Despite an extensive search, to date, no other evidence of the PA-II has been found.

While the Manic team's racing history, is little more than a footnote. For a company with very limited resources, to create three different types of racers, that went on to compete in uniquely different disciplines, was a remarkable achievement. Had circumstances gone differently for their production GT model, they may have made bigger strides in racing as well. 💎



Solido News

by Tom Bruinink



For many Solido is synonymous of one's childhood and the small cars with which one would play every day. Thanks to their solid design, the small Solido cars were perfectly adapted to the rough and tumble often associated with children playing. The nostalgia of childhood is obvious when you think about it, given that the brand dates back to 1932, and has marked several generations of car aficionados young and old as it has crossed through the decades.

Since those first years, the company created by Ferdinand de Vazeilles has kept on rolling, and more importantly has kept on producing metal, lovingly crafted model cars.

After a lengthy odyssey that included factory closures and acquisitions, Solido is now well and truly back in business. Based in Josselin in the Morbihan, Solido offers up a wide variety of models for all generations to enjoy. Older cars like 4CV and R4 are flanked by Youngtimers and modern cars: in short, cars for the whole family, whether they be fans of commercial vehicles or rally cars. Today, a wide variety of 1:18 models are on offer in the Solido catalogue. This scale allows the French brand to produce a more precise version that is closer to the original car.

News in 2021

Fasa-Renault developed and marketed a Renault 8 "TS" for the Spanish market. From a mechanical point of view, it is closer to the R8S than to the Gordini. The latter was not sold in Spain. This is a car that would continue its career in the southern European country long after it was no longer available in France.

Calberson (now known as GEODIS) sponsored many rally drivers in the past. The black, yellow and red liveries have even gone down in the history of motor sports in France. While we know the blue of the A110, the A310 has inscribed its name in the temple of the Rally with this famous Calberson livery!

A Twingo is fun; a sunroof is super fun! The 90s was a decade where people posed, all smiles, from the roof of their car for the advertisements of the small city car. Even sumo wrestlers were having fun with this yellow version with the removable roof!

Quite the era...

To succeed the Renault 12, the firm unveiled at the 1971 Montreal Motor Show two coupes whose goals were to seduce everyone! The Renault 17 differs from the Renault 15 with its two front lights on the 15 and four on the 17. Similarly, the hatchback sees its design slightly evolve between the 15 and the 17.

More news in next issue of "Renault News." 📄



Andrea's Masterpiece

by Tom Bruinink

Some people have what it takes to create something phenomenal. Woodworker Andrea is such a person. He made this beautiful Renault 4 TL for a good friend. A priceless gift, especially when we consider the number of labor hours. If you count all those hours, you also buy a real Four for it. But admittedly, this wooden model is very unique.

The Italian, Andrea Tacchella (26), is an extremely humble person. He comes from Verona, works in Val di Fiemme, which is known for its wood industry, and calls himself a carpenter. But I feel free to have *'creatore d'arte'* printed on his business card. With an eye for detail, he started the production of this R4 TL by taking pictures of the real car.

The aim was to make a scale model that was as realistic as possible with various types of wood. If we look at the photos, we have to conclude that Andrea succeeded very well. He tells lyrically about the twelve types of wood and their properties. Especially looking for the right color was quite a challenge. These different types of wood had to form a harmonious and complete model. Only a few parts were made on a CNC machine. The majority is manual work; that explains the 300 labor hours that are included into this unique Renault 4.

This model earns a place of honor in the living room. Perhaps we can ensure Andrea's international breakthrough as a modeler. 💎



Workshop and Parts Manuals for the 4CV

by John Waterhouse

It started with a chat with Bob Gray about the coming Muster and a 1949 car being rebuilt in Perth. We each realised that the other had a manual that the other had never heard of. So, what is really out there?

This is the list, with cover photographs, of the various English language 4CV manuals that we know of. If there are any extra ones, please let us know!

Part One: “non-factory” workshop manual

There were two manuals published by “Scientific Magazines Publishing Company”, both based on the early Renault factory manuals and using reproductions of the factory illustrations. They covered the early models, in Australia the “760” or R1060 and the R2070 “panel van” as named in the first publication.

The second was similar but its title suggested that it also accommodated the “750” model. But perusal of the manual suggests that it covers only a few aspects of the earliest of the “750” or R1062 models, probably before mid-1951.

1. RENAULT 760 Workshop Manual (published by arrangement with the manufacturers, copyright 1951).

This manual has hard covers, originally pale green but usually faded to grey (maybe it was printed more than once, with grey covers on a different, but apparently identical, print version).



2. Service Manual for RENAULT 750-760 (copyright 1956)

This manual has the commonly known soft cover in black and orange. For many of us with these cars back in the 1960s and 1970s, this was the common manual we had. It barely addresses any of the R1062 modifications and does not mention, for example, the telescopic shock absorber cars that were introduced in about mid-1951.

There are at least three printings of the manual with this cover:

- The most common “printed 1956 even though not even describing the telescopic shock absorbers introduced in 1951, with sharp corners
- The later versions “Revised and reprinted, May 1962” and “Reprinted April 1965”, appear the same but have rounded corners and most details still relate to R1060 vehicles.

It is hard to imagine what the market was in 1965 for reprinting an incomplete manual for the R1060 model, itself superseded by the R1062 model in late-1950 and by subsequent versions of the car in 1954 and, when disc wheels and other major changes were made, in 1957.

Part Two: Factory workshop manuals

There were several English language factory workshop manuals, all far more comprehensive than the Scientific Publications books.

1. SERVICE AND SHOP MANUAL, TYPE R1060, December 1948, MR. 20 E.A.

This is a soft cover manual with four parts and is the earliest we know of in English.

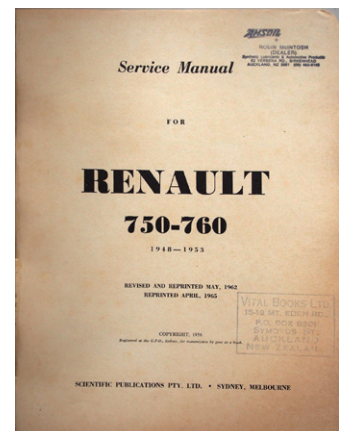
- Part 1: Engine,
- Part 2: Clutch and Transmission,
- Part 3: Front End, Steering, Brakes, Suspension, Electrical
- Part 4: Body, Service Tools, Miscellaneous

Part 3 even has a glossary of terms from French to English. This is a comprehensive manual.

The manual is dated December, 1948 but the copy photographed here has update sheets for both March and June 1949, some pink and other pages apparently incorporated later in the manual despite NOT being pink. There is more than one version of M.R. 20 in English.



Cover of the common Scientific Magazines manual



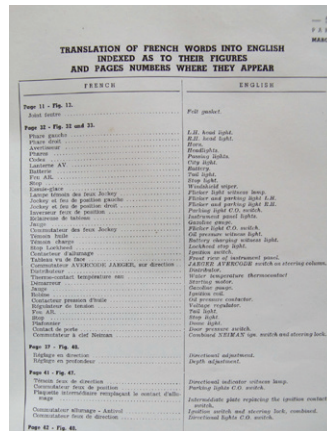
Inside front page of the 1965 reprint of the Scientific Publications manual (round corners)



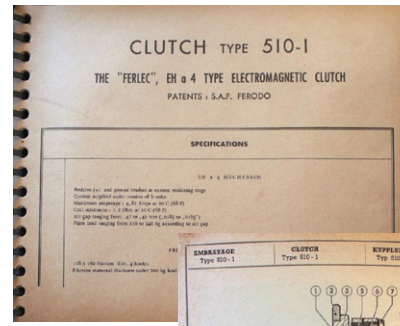
First MR. 20 cover



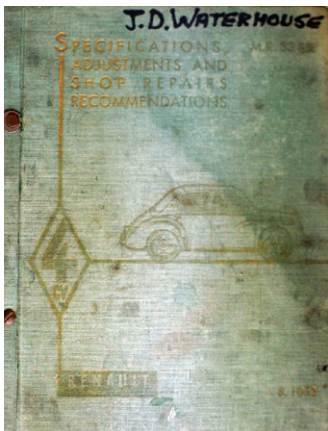
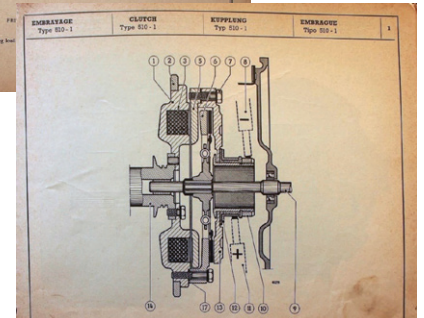
Another version of MR 20, with English translation (see next photo)



MR 20 translation page

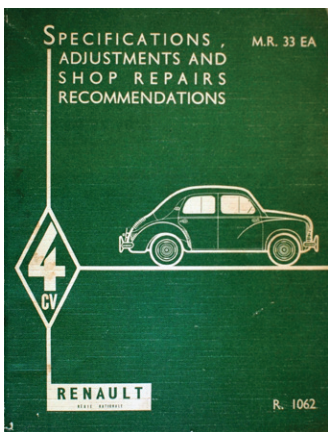


Drawing of the Ferlec clutch



2. SPECIFICATION, ADJUSTMENTS AND SHOP REPAIRS RECOMMENDATIONS, M.R. 33 EA, March 1957

This is the commonly used green, hard cloth-covered manual bound with screws or rivets. It might appear to be a 1957 manual, but my copy refers to the change to the Type 314 gearbox in 1959. This might be due to updated pages being inserted. Probably it was reprinted once or more times.



3. SPECIFICATION, ADJUSTMENTS AND SHOP REPAIRS RECOMMENDATIONS, M.R. 33 EA, March 1957 (note: different edition with the same reference number, 2,000 printed)

This is the same reference number manual as the green hard copy volume that can be updated with separate sheets but is a soft copy, stapled together with no possibility of adding pages. However, it also refers to the January 13, 1959 replacement of the Type 289 gearbox with the Type 314 despite being dated 1957.

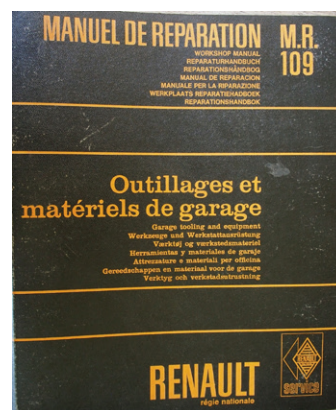
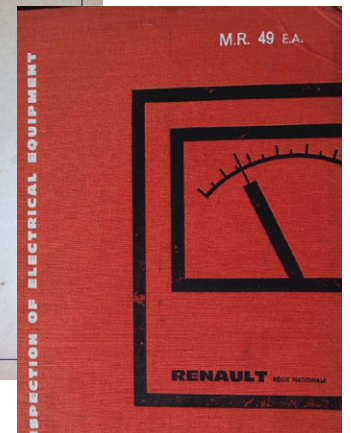
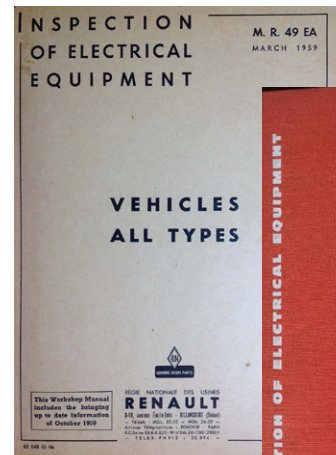
4. REPAIR INSTRUCTIONS: MANUAL MR 29 EA FROM ABOUT 1956 AND 1957

This large manual is a full factory manual that folds out to give two ring-binders divided into illustrations and text. Judging by the content (silentbloc suspension and spider wheels) it is about 1956-7. The example pages shown are for the Ferlec clutch.



5. INSPECTION OF ELECTRICAL EQUIPMENT, M.R. 49 E.A., March 1959 (note: "VEHICLES ALL TYPES")

Another manual acquired by Bob Gray, this is a thorough description of testing and fault-finding of electrical equipment for a range of Renault vehicles. It is indicated as being up to date for October 1959.

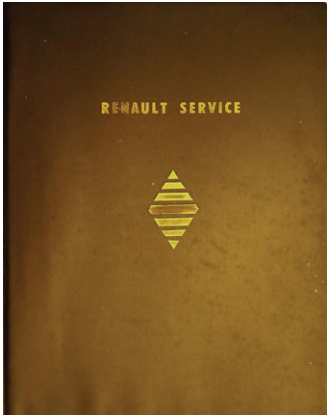


6. MANUEL DE REPARATION M.R. 109, Septembre 1966 (Outillages et matériels de garage)

This manual lists and illustrates service tools, often drawn with Dauphine components.

Part Three: Service Bulletins

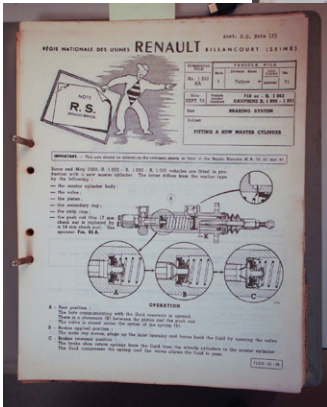
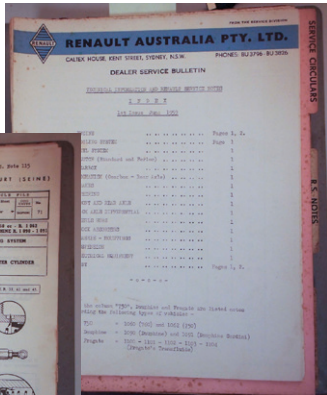
Renault periodically issued Service Bulletins, usually as a few loose-leaf sheets, for the various models as issues emerged and as changes were made. Some were also issued to cover aspects of repairs (such as replacing a front cross member) or upgrades (such as fitting a Sofica heater to a 4CV).



Renault Australia Service Bulletin folder

There are a few examples of sets of such Service Bulletins in folders prepared by Renault Australia Pty Ltd and containing English language service bulletins sent from Paris. These folders seem to cover all models currently or recently available. They were not sold commercially and

those of us who have such sets presumably got them directly or indirectly from dealers. They would have been given away perhaps, when dealers either closed or decided the docu-



Example of Renault Australia service bulletin "Note 115"

ments were no longer of use, none of the models appearing any more for service or repairs.

Part Four: Factory parts manuals

There were also several factory parts manuals, produced in French and sometimes with English sections or words. They are notable for their superb drawings.

1. P.R. 490 – January 1949 – SPARE PARTS CATALOG for R1060 and R2070 models

This very basic catalogue was possibly made for the US market judging by the spelling! It might be

an English version of the first of the 4CV parts manuals, with exploded diagrams and part numbers starting with 1 and finishing around 1420, rather than the much more complex later numbering systems.

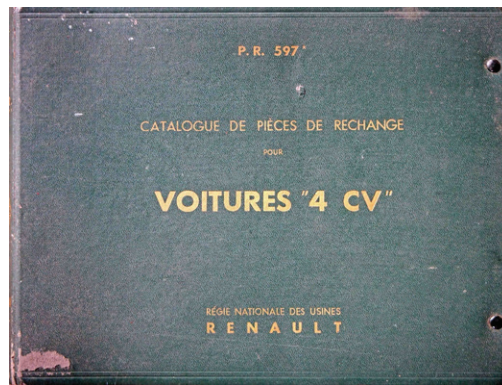
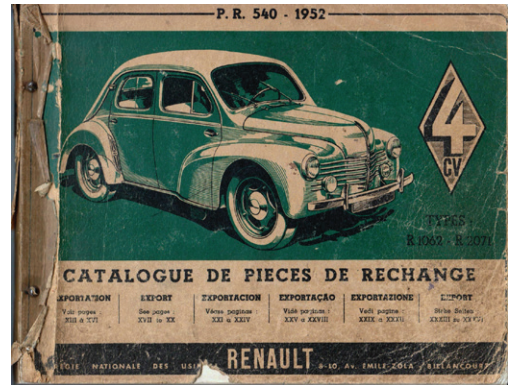
2. P.R. 540 – 1952 CATALOGUE DE PIÈCES DE RÈCHANGE (R1062 and R2071)

This manual has an explanation section with index in various languages, including English for Renault agents "abroad". It does not include all components of the earlier R1060/R2070 models but does include the R1060 instrument cluster, for example. It does include the lever arm shock absorbers and the chassis numbers of cars equipped with them but does not show details of the R1060 rear axle, for example.

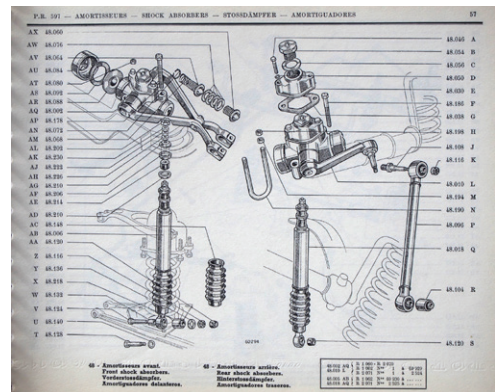


3. P.R. 597 – CATALOGUE DE PIÈCES DE RECHANGE (1958)

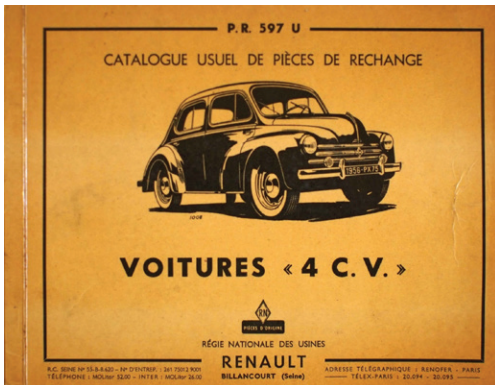
This hard cover manual has two sets of loose-leaf sheets on a double ring-binder.



P.R. 597 rear suspension details



4. P.R. 597 U – CATALOGUE USUEL DE PIÈCES DE RECHANGE (undated)



This soft cover manual is broadly similar to P.R. 540 but is much later, definitely later 1954 to early 1957. It does not show three-stud disc wheels but does include the last type of instrument cluster in front of the driver, some R1060 material (but not the rear axles) and starter motors with electrical solenoids.



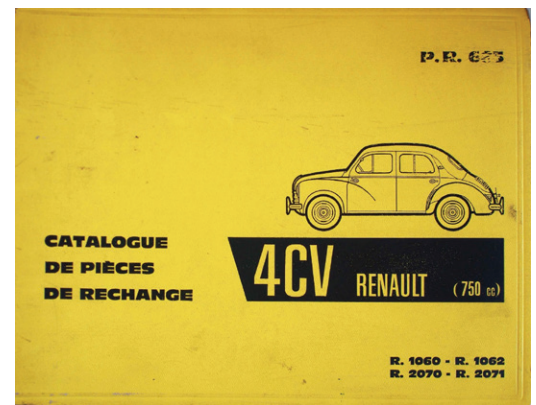
5. P.R. 597 – CATALOGUE USUEL DE PIÈCES DE RECHANGE (March 1959)

Yet another version of P.R. 597, this soft cover catalogue has no parts diagrams, just names of components with the part numbers, in four languages (French, English, German and Spanish)

6. P.R. 685 – CATALOGUE DE PIÈCES DE RECHANGE – 4CV RENAULT (750cc) R. 1060 - R. 1062, R. 2070 – R. 2071, dated 1961.

This is the “big yellow” parts manual that states that it “cancels and replaces P.R. 597”. Like the earlier manuals that mention the R1060 model, it does not show all of the parts for that model, for example lacking the early type of rear axle (perhaps they stopped supplying it as a spare part when it was superseded).

The manual has two sets of loose-leaf sheets on a double ring-binder, similar to P.R. 597. 💡



Jewels for Collectors - Rare Models from the East

by Tom Bruinink

The Russian company Simbat is basically a toy company. They work in all areas and in many categories. Dolls, construction sets, interactive toys, plush, publishing, games and diecast. In this last category their brand Technopark makes some very nice models which are very interesting for Renault collectors.



Technopark is a trademark created and owned by Simbat since 2005. Simbat mainly work in Russia and CIS countries, however they have also clients abroad and even delivers to America.

The Technopark models are around the scale 1/32 – 1/36. They have a wide range of Renault cars. Because the models which are known as Dacia in Western Europe are Renault badged in Russia and CIS we can see Renault Logan, Renault Sandero and Renault Duster in their catalogue. But also the rare Renault Kaptur - yes with a K - has been developed as a wonderful scale model. There are also several versions of the Renault Koleos and soon the ‘coupé SUV’ Arkana will be launched. This latest model can be seen as 1/1 on Russian roads since 2019 and will be launched in Europe this spring as a Hybrid-EV. Last to mention is the Russian version of the Dacia Logan MCV phase 1, which is badged as Lada Largus. All nice quality models on which the Simbat company can be proud. 💡

The Back Page - Made in Mexico

This custom creation has an R-18 2 liter motor, a unique chassis, and two side-mounted radiators. Only the front is an R-8.

The engine was made in México (La Laguna planta Rimex of Renault, now closed). The other 80% was made in La Laguna (Torreón Coah, Gómez Palacio Durango, and Lerdo Durango).

While not to everyone's taste, we can all certainly agree that this is one of a kind!



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