

# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | WINTER 2021-2022 | 123

## BEST OF FRANCE & ITALY 2021



**Renault Owners  
Club** OF NORTH AMERICA





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**Renault Owners Club of North America**

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## 1963-'67 Renault Caravelle

Hemmings Motor News, December 2021 | by Mark J. McCourt, photography by Jeff Koch



*This French convertible and coupe represent a beautiful bargain*

**A**s Fernando's father once said, "It's not how you feel, it's how you look." And Renault's lithe Sixties two-doors, the coupe and convertible Caravelle, looked marvelous. For years, these little-remembered imports were criminally undervalued, and while their prices have crept up over the last decade, the Caravelle still represents a lot of Continental style for very reasonable prices.

The original, Dauphine-based version of the Italian-styled Caravelle, dubbed Floride in its home market, was replaced for 1963 with a mechanically revised, gently restyled new Caravelle S that rode on contemporary Renault 8 underpinnings. That 2+2-seating car, whose rear-mounted 956-cc four-cylinder engine made 51 hp, was available in folding-soft-top convertible, soft-top convertible with removable hardtop, and fixed hardtop coupe forms. From 1964-on, the Caravelle convertible got a 55/57.5-hp 1,108-cc engine, and this soft-top model would be the sole type imported from 1965 through 1967. The full 10-year production run saw more than 117,000 examples whose bodies, produced by Chausson, were assembled by Brissonneau and Lotz. A 1966 Caravelle cost \$2,199, or \$246 less than its closest competitor, the Volkswagen Karmann Ghia convertible: that difference represented \$2,077 in today's dollars.

Some 40 years later, the French beauty caught collectors' attention and its value more than doubled. Those figures have risen further, albeit more slowly over the past five years, with NADA suggesting, as of press time, that "low retail" for a 1966 convertible is \$7,950, "average retail" is \$12,000, and "high retail" is \$22,400. Classic.com tracks public transactions of this model and has noted some healthy sales and top bids. Earlier Florides and Caravelles have trended higher (a 1960 example brought \$16,350 in the U.S. 2018, and a 1962 Floride S hammered for €21,070, or \$24,650, in 2020), but late Caravelles have sold well too. A hardtop-equipped 1966 convertible commanded \$15,950 in 2018, another one cost \$11,000 in 2015, and a '63 soft-top brought \$11,550 in 2018.

We turned to Marvin McFalls, president of the Renault Owners Club of North America, for an enthusiast perspective on this important sporty model. "Thousands were sold here," he recalls. "We do have at least a dozen members in our club that own and drive Caravelles regularly. I'm guessing there are roughly two to three dozen that have been licensed in the last five years, in this country." Marvin notes that there isn't a big difference in values between the available body styles, although examples with hardtops might bring a bit more than those without. Those removable hardtops are actually very common: "People tended to take them off and store them in the garage, and when they sold the car, the hardtop was left behind. I still get calls, at least once a year, from someone trying to sell a Caravelle hardtop," he says with a laugh.

"In terms of values, these cars don't bring as much in America as they do in Europe. Whenever a Caravelle sells for a premium amount, it's generally going back overseas, because there are fewer examples over there," Marvin explains. "That's not surprising because there's an active club in Europe that really supports the cars with aftermarket parts made in various places around the world. And to restore one properly is going to cost more than it's worth."

### Value Trend\*

2000- \$2,200  
 2005- \$4,000  
 2010- \$10,500  
 2015- \$13,000  
 2021- \$14,000

\*#3 "Average Retail" values courtesy of NADA-Guides



# Dayton Concours 2021

by Marvin McFalls

This May I received an e-mail from Mike Edgerton, the principal organizer of the Dayton Concours. In his message he announced that the Dayton Concours was officially a go. Due to Covid 19 it had been cancelled last year and up in the air until this point. So we had quickly pull together our plans. As usual Dan Barton and Brent Bartley quickly circled the wagons and we came up with a very impressive impromptu program. We came up with the idea of featuring the cars of France in the Dayton downtown Oregon Historic district. Surprisingly, those in charge liked the idea, and we made plans for a unique display on the Saturday evening before the Concours.

Actually, the car I had entered in the show was already in Ohio, so I picked up one of Brent Bartley's cars. As it turned out, it was also a French Car, perfect for the weekend's activities. So that after I paid a visit to Microcarlot, and picked up his Vespa 400. So on Thursday September 16th, I made the drive from Tennessee to Ohio. After arriving, Brent and I made the half hour drive to Springfield Ohio, to pickup my 1959 4CV. I had only discovered the car back in June and delivered it to Dauphine Restoration Shop USA in July.

I had asked Lawrence Dooley and the team if they could do a mechanical restoration on the car in time for the mid-September event. He assured me he could make the deadline, so I pulled my R16 from the Concours and entered the 4cv. When we arrived at the Renault specialist's compound, they had my car sitting next to another 4cv that would soon be in line for a complete restoration. So I jumped in the 4cv and made the more than thirty mile drive, to Dan Barton's house in Dayton. While we arrived safe and sound, the car still needed some sorting, so we decided to save it for just Sunday's main event. So after catching up with Dan and later his wife Chris for a couple hours, Brent and I then returned to his house, and Denise Shiveley, he and I had a nice dinner at Bennett's restaurant.

The event officially kicked off on Friday September 17th with a welcome barbeque at the Barton's house. However before the festivities could start, Brent and I had to get a number of his cars ready for the various events yet to come. First we took his Vespa for a test drive, and after sorting a few minor problems we put it back in the garage. Next we







brought out his latest acquisition, a 1958 4cv he had acquired the previous month, while in Michigan on vacation. Next we brought his LeCar out of hibernation, and installed a new set of wheels and tires, and finally pulled out his trusty Renault 10. About the time we had all his cars out, we had our first early arriver, Garrick Costa had travelled across Ohio from Canton, in his 1989 Eagle Premier. Dan asked if anyone could pick up a few things from the store for the upcoming dinner, so Garrick and I headed over in his Premier.

After arriving with provisions, Garrick and I helped Chris and Dan get ready for the party. Brent and Denise arrived in the 4cv, parking it next to Dan and my car. Next to arrive were Barbara and John Rigby, along with their son David in their Citroen DS 23, and Finally Lloyd Mathis arrived in his 1987 Alliance GTA. With all the event participants, along with Linda and Dan Dietz, friends of Chris and Dan we settled in for a fabulous meal. Chris and Dan had truly outdone themselves on this amazing feast.

Saturday morning we awoke early and head for the Carillon Brewing Company for Cars & Coffee. Brent brought out his 4cv, R10 and LeCar. Brent drove the 4cv and Lloyd and I drove the R10 and LeCar. Dan and Garrick eventually arrived in the blue Dauphine and all four cars were very popular for the rest of the event. After checking out cars and drinking coffee, we decided to make two more car related stops. First the British Transportation Museum and then a visit the Packard Museum. In between we stopped by the Rusty Taco for a quick lunch.

Next we took our cars down to the Oregon District, for the previously mentioned special display. The city had issued us a permit and we were able to park our cars diagonally on 5th Avenue. With the cars displayed we made our way down the street to Roost, a modern Italian restaurant. Not sure how French car people ended up going out to dinner at an Italian place, but the food was top shelf and the service was excellent.

Following our meal, we returned to our cars to speak with public, and promote the next day's Concours. It wasn't long before Linda Connell and Joe Wagner, who drove up from Cincinnati arrived, and the conversation turned to all things Renault, we had to excuse ourselves as we had planned to make a five- minute walk to a free outdoor concert featuring the Ohio Players. While the concert was a nice distraction, we eventually decided to make our way back to our cars to meet the public. Far and



away the most popular car was Garrick Eagle Medallion, he must have talked with four or five different groups of people about the car. With the show looming early the next morning, we decided to call it a night.

We awoke Sunday morning early and began getting ready for the show. Dan had thrown together a quick breakfast, and then Chris and Dan led our little group, followed by myself in the 4cv and Garrick in the Eagle Premier. With everyone together we made our way to Carillon Park. Once Dan and I had our cars on the field, we did our final detailing, to prepare for the judges. Once that was completed, we had a little time to check out some of the other two hundred or so vehicles being displayed. Also, in our class was the DS 23 owned by my neighbors and good friends Barbara, John and David Rigby. On display in other classes were Brent's Qvale Mangusta, and Lloyd's Alliance GTA Coupe.

With the judging complete. We spent most of the rest of the day checking out all the 65 acre historical park which houses a variety of historical buildings and artifacts including the 1905 Wright Flyer III. It turned out to be a wonderful afternoon with a good crowd of spectators passing through Carillon Park.

As 3PM approached we prepared for the awards. Lloyd Mathis' Alliance GTA was the only car to receive a ribbon. Not too surprising, since there was a completely restored Rolls Royce convertible in our class, and the judges had been a bit critical of the degrading of some of the plastic components on Brent's car. With all the awards passed out, I had to return to Springfield with the 4cv, while everyone else went downtown for a farewell meal. When I returned from Springfield, I returned to Chris and Dan's for a good night's rest before embarking on another adventure.

It had been another great Dayton weekend. Everyone had a great time and we look forward to getting together next year again in Dayton. While it is not a guarantee, we hope that organizers may host another Special Class of just French cars at next year's Concours. The last time they featured French cars in 2016, Dayton had its largest class of cars in the show history. We hope you will join us in Dayton next year. 🍷





## The R4 Turning 60

by Francisco Miranda



Some of you may remember the launch of the R4, not me, but later a definite yes, I do remember going to the Renault dealer with my family when we were going to purchase a new Dauphine and later when we bought our first R10, then a second R10. Over these years, the R4s were always there and available! I remember well as a kid having a great time watching the cars on display and the salesman usually kind enough to tell me the technical stuff and what made these cars the best in the market and giving me some brochures that unfortunately I never kept. Unfortunately, we never had a new R4, but many years later when I was grown up, I was lucky to find a very well-preserved car with less than 40,000 km on the clock. My family used it for many years and it was a joy especially for my daughters, which loved it when we drove them to school or for a just ride in that car.

This is the first event that I have assisted with since the pandemic locked us down, and it was very nice to assist, gladly watching all attendees keeping the safe distance and wearing facial coverings. My friend Javier González (present owner of my ex-R4L), decided to mark the Anniversary and put together the event with the help of the Gordini, Alpine and other local Renault clubs. It was held at the Cuicuilco shopping mall, the place that's been host for our yearly Renault Frères events. Javier told me he had a hard time finding R4's for display, he is afraid that are slowly disappearing from the local scene. Nevertheless, he managed to gather around 20 vehicles in varying states of condition. Some even heavily modified with Alpine 1300 engine, or with the "R8 Gordini appearance" French blue with white racing stripes and a 1300cc modified engine, disk brakes, etc. Others were in the original factory spec. (845cc engine was the only option offered in Mexico). We were very happy to be part of the re-opening of car show community, being able to look our friends directly in the eyes and not via Zoom or Google Meet.

As you can see in the photos, other Renault models were also on display and they seemed to blend in well among the featured models. Congratulations to the organizer and participants alike and hopefully we will start to see more events coming in the near future. 🍷







## Renault at Hershey

by Marvin McFalls



Each year at Hershey, I look forward to seeing many friends during the Eastern Regional Fall Meet. After no meet in 2020 due to Covid 19, we did not know what to expect this year. Normally, each year our base of operations is a large tent provided by the Society of Automotive Historians, however that was shrunk down to simple pop-up canopy. However, we did see many friends for the first time in two years and were pleasantly surprised, when looking over the entrants for Saturday's car show. For the first time in a number of years a Renault was listed.

For a number of years, the name Robert J. McAnlis, has been in the event program under the Renault marque, and even though numerous visits to his spaces in the flea market area have been made, never had I seen either of his two Renaults the 1908 Type AX or the 1909 Type AI. So it turns out that McAnlis is a retired doctor from Chagrin Falls, OH. He, along with his wife and son Mac, had travelled to Hershey to display the later and larger Renault from the family's collection.

The McAnlis, Type AI was the top of the line Renault offered by Renault that year, and was coach built by Wilkinson and is chassis number 17612. It featured the same 35/45hp engine used in the Vanderbilt Renault built a couple of years earlier but was built on a longer chassis with a Torpedo style four passenger body. While we may have had to wait years to see the car, it was definitely worth the wait. The car was in exquisite condition, with an impressive red hue exterior and a nicely appointed black interior. The car was displayed as non-judged alongside a number of American made brass era examples.

I had the opportunity to speak with Dr. McAnlis as well as his son and thanked them for bringing this incredible example. Hopefully in the not too distant future the McAnlis' will display their smaller Type AX Renault at Hershey or another show. 🍷





# Best of France and Italy 2021

by Kurt Triffet

**A**fter a year's hiatus because of the pandemic, our west coast annual favorite car show, held Sunday, November 7th was probably the best attended in years – by both cars and spectators!

Due to our traditional pre-show breakfast restaurant, Jerry's Deli, having been shuttered (we had been going for 19 years!), we decided to meet directly at the show.

Once I arrived (sans my Caravelle this year), I met up with Joe Hernandez who drove in with his 1967 Caravelle. We then saw Chris Davidson pull up in his new (to him) Fuego. Another Caravelle arrived on the scene in the form of Don Contreras' 1967 original white – purchased new locally by his father. A 4CV was also nearby, but didn't catch the owner. Club member Rex Parker was also in attendance.

When comedian and vintage car enthusiast Jay Leno drove up in his classic Maserati, Don Contreras got a chance to chat with him, as Don's Ford Pinto had been recently used for an episode of "Jay Leno's Garage."

It was great day to talk cars, meet friends, make new ones, and see some amazing examples of French and Italian classics.

Next year we be our 20th year of a pre-show breakfast, so we are already scouting for a new location. Hope to see more of our club next year! 💎







*Fantastic Peugeot 302*



































Jay Leno in his Maserati



Jay and Don





## Matra Bonnet Tours Monterey

by Marvin McFalls, photos courtesy Jeff Lane and Perry Stern

**T**he Motoring Classic has been going on for at least twenty years. The Motoring Classic was started by Al McEwan, a collector who has not only organized this event from its inception, but also leads it every annually.

Each year they select the top applicants to participate in this unique road trip. This year, at least one participant went on to compete in the Concours d'Elegance. Billed as the ultimate road trip for Concours worthy vehicles, the Pebble Beach Motoring Classic covered 1,600 miles beginning in Kirkland, Washington on August 3rd winding its way along the coast of the Pacific Northwest on its way to its final destination, the Pebble Beach Concours d'Elegance. First arriving on the Monterey Peninsula on Wednesday of Pebble Beach Automotive Week. A group of enthusiasts came out to meet this year's participants as they paraded in from their long journey on August 11, arriving at Casa Palmero, an intimate, Mediterranean-style hideaway at Pebble Beach.

For those that missed the Motoring Classic's initial arrival, they could also have caught many of them on Thursday's Pebble Beach Tour d'Elegance. Which is a 60 mile tour that also features more than 150 Concours entrants seeking to prove their vehicles road-worthiness as well as gain an advantage in the Concours. The Tour d'Elegance, follows a scenic route on Highway One as well as portions of the original 17-Mile Drive, passing by nearby mountains, valleys and coastlines before stopping in Carmel-by-the-Sea, before returning to Pebble Beach.

Among the participants on this year's Pebble Beach Motoring Classic were Christine O'Neill and Jeff Lane. The pair were driving the Lane Motor Museum's 1965 Matra Bonnet D'jet 5. They reported that drive was very enjoyable and they had no issues with their Matra during the entire journey. That D'jet features a Renault Engine type: 688 with an 1108cc, and a 4-speed gearbox from a Renault Estafette delivery van.

The Motoring Classic, averaged less than two hundred miles per day, making it a fun and enjoyable drive. While, travelling in a Matra D'jet at high speed is quite exhilarating, though it might not be the most comfortable vehicle for a week-long tour. However, for a small sporting car, it certainly does have sufficient storage for a long journey. Congratulations to Christine and Jeff, for completing the Motoring Classic and the Tour d'Elegance, we look forward to hearing about your next adventure. 📍





# Meeting of the Marques/French Revolution Car Show

by Sandy Lea



**B**rent Bartley, Denise Shively, and Garrick Costa visited Sandy Lea and his husband, Everett Lo, for Labor Day weekend, take in the sites of NYC, eat bagels, attend the Automania exhibit at MOMA in NYC, visit The Stable Limited and Robb Francis Sports Cars collection in Peapack-Gladstone, NJ and attend the Meeting of the Marques/French Revolution Car Show, at Lime Rock in western Connecticut, hosted by fellow ROCNA member Nick Dimopoulos.

The day of the show dawned cool, gray and overcast. The intrepid crew was not to be deterred. The four of them fit nicely into Sandy's 1985 Encore 5 door S and off they went, leaving Bridgewater, NJ around 6 am. They met fellow ROCNA member Steve Radovanovich at a rest area near the Governor Mario Cuomo Bridge and headed north east along the Taconic Parkway into Connecticut. The Encore, despite being slightly past its youth, took the hills in eastern NY and western CT with aplomb. The pilot had never been to Lime Rock. The co-pilot, never having been to Lime Rock either, did an interesting job navigating the red machine onto smaller and smaller roads, at one point leading the pilot to think "Where the HECK are we?" Lime Rock is really in the middle of nowhere!

The entrance to Lime Rock is very subtle; a few small signs and that is it. What an understatement! The front part of the track was loaded with Porsches and a Concours that held many an interesting vehicle. The back part of the track had marques on either side of the track; American cars, German cars, Italian, etc.

The crew was directed to the back of the track, down beyond the English Cars, various Lotuses, Triumphs, a Riley, and next the other French Cars, DS 19s, 2 CVs, a CX ambulance, and not one, but TWO Simca coupes, to where the other Renaults were gathered.

Nick Dimopoulos had a good turn out for such a raw and rainy day. Nick Chennel brought his Fuego. Tom Gross brought his red GTA convertible. Hector Lopez and Shawn Kennedy brought their red Alliance convertible. Nick brought his yellow 72 TS R17 and his blue R5 Alpine tribute. As mentioned earlier, Sandy brought his red Encore 5 door. The other French cars, the two aforementioned Simcas, the CX ambulance, Peugeot 505 wagon, two Citroen SMS, a CX sedan, a 2CV and others, made up for an interesting lot.



Once people got over the excitement of seeing each other again, it was decided to go "Walk the Cars". And wow, that did NOT disappoint! Everywhere you looked there was something interesting to see or a fun discussion to be had! An original DeTomaso Mangusta, a Sunbeam Alpine GT, an OTAS 820, a Bond Bug, a Lamborghini Islero, a Fiat 850 convertible, a Crosley pickup truck, an early Porsche 911, a Lancia Delta, a Consulier, a Saab Sonnett, an AMC AMX, were among the many cars to catch the writer's eye. Talk about Eye Candy! The cars were all spread out around the track, by marque, with facilities, vendors, and the like, in the infield.

Awards were given out. Best Renault went to the Alliance convertible. Best Citroen went to a DS. The best French Other went to the unrestored Simca coupe. The Best Peugeot went to the 505 wagon. The Best Unrestored original went to the 1986 Citroen CX. Best of Show went to the fully restored Simca coupe.

The day wound to an early end, due to the weather. People moved on to dryer and warmer areas. The NJ contingent, Lopez/Kennedy, Lea, Costa, Bartley/Shively, went to dinner on the way home and enjoyed more car talk. Then, the pilot of the Encore gave its' occupants one last memory; a tour of the Cross Bronx Expressway, en route to the George Washington Bridge, due to having missed a crucial turn off from the Taconic Parkway. The passengers were treated to views of the remnants of Hurricane Ida, that had happened less than a week before, and various cars in sad shape along the sides of the roads. The Encore behaved flawlessly throughout while never giving its driver a shred of doubt, despite major misgivings from the copilot!

The Meeting of the Marques/French Revolution Car Show was excellent. Nick Dimoupolos organized a great show within a show! Let's hope the weather gods are more cooperative next year! 🙏





# Italian R4 Festival

by Tom Bruinink



The Italian Renault 4 Festival in September 2021 was organized by De Marco Parts, the most important R4 event in Italy and one of the biggest in Europe, with 81 Renault 4 cars and some hundreds of people. The event took place in Colle di val d'elsa -Siena in the splendid village of the Tenuta di Mensanello. Crews from all over Italy and abroad participated, but the team are already working on the 2022 event! A great job of Massimo de Marco and his team. De Marco is famous for his huge collection of spare parts for classic Renault cars and delivers throughout the whole world. So, after the cancellation of 4L International in Thenay, De Marco Parts organized its own large-scale event in Italy. 🏆



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## Solido News

by Tom Bruinink

**A**s promised in the last issue of Renault News, we continue with some more announcements from Solido on their 1/18 scale models. Beside the news that the boxes benefited from a new design, the French company launched some nice new Renault, Alpine and Dacia models.

A picture says a thousand words, so let's take a look at the new models.

After his stint as official driver of Renault-Elf, Bruno Saby returned to Monte Carlo Rally in 1982 with the firm intention of securing a good win. Saby finished 5th overall with his yellow Renault 5 Turbo New Man and won his class.

In 1983 the Rallye d'Antibes counted for the European Rally Championship. A small Renault 5 Turbo surprised the Porsche 911 and others... It was all thanks to Jean-Luc Th  rier who obtained his victory in this event with the Sodicom R5.

In 2021 the limited color editions of the Alpine A110 were a big commercial success. Solido makes the green version in 1/18, but will also launch the rally version of the new A110.

The Renault 4F4 was essential to many craftsmen and companies across whole Europe. It also equipped the fleet of Renault Agriculture. The color green was of course required on this version of the Fourgonnette. Solido makes the 1988 version.

There haven't been many rounds of the World Rally Championship in the USA in history, but there were enough for a Frenchman to go and make his Renault 17 triumphant. The lucky driver was Jean-Luc Th  rier in 1974 at the Press On Regardless Rally in Michigan. Solido launched also the civil version of the R17 in yellow and green metallic paint.

The Dacia Duster remained a great success. As one of the best-selling cars in France it continues to win many motorists across Europe. A special limited edition 15th anniversary in blue is a must-have for the collector. Solido will soon launch a firefighting version of the SDIS.

Last novelty in the coming months will be the Renault Fuego in two versions: the elegant GTX and



*R5 Turbo New Man*



*Sodicam R5*



*A 110*



A 110



the sporty Turbo. Both models are beautiful reproductions of the famous coupé of the 80s.

More model news in the next edition. 📌

Dacia Duster SDIS



4F4 Fourgonnette



Fuego GTX



R17 Gordini



Dacia Duster



Fuego Turbo



# More Horsepower for Bleekemolens Race Planet

by Tom Bruinink

## Three Alpine A110's Make the Track Experience Even More Unique

It was a special event when former Dutch F1-driver Michael Bleekemolen opened the first indoor kart track in Europe in the Dutch city, Mijdrecht in 1993. A few years earlier, Bleekemolen had already started organizing incentives at Circuit Zandvoort. Later, indoor go-kart tracks followed in Amsterdam and Delft. Now almost thirty years later, Bleekemolens Race Planet is still the most experienced partner in organizing company outings, parties and incentives where speed and beautiful cars are central.

During the Race Experience days at Circuit Zandvoort, a large number of fast cars are available to the participants. Not just any fleet, but a fleet of more than 160 very exclusive cars that makes it easy to answer the question 'Wanna drive?'. We can wholeheartedly say 'Yes', or actually 'Oui' because the most recent acquisition comes from Dieppe. With the addition of three beautiful Alpine A110s, it is also a déjà vu for the ex-Formula 1 driver, entrepreneur and multiple champion Bleekemolen. After the sporting successes with the Alpine V6 European Cup in the late eighties (1985-1988) and owning an Alpine GTA Le Mans in the nineties, Bleekemolen can finally enjoy driving the French sports car again.

Alpine Center Hengelo was honored to supply the three blue Alpines. Michael had forgotten for a moment that the order blocks were also ready closer to home. Stam, the oldest Renault dealer in the Netherlands, has its Alpine Center Soestdijk, making it the only other Alpine representative in the Netherlands. The Renault transporter from Munsterhuis recently entered the paddock of Circuit Zandvoort. Dirk Bruggink (Munsterhuis) captured the historic moment for Renault News. Then the cars were nicely stickered.

Bleekemolens Race Planet is proud to have added another prominent Formula 1 brand to its fleet. After Mercedes-AMG, Ferrari, McLaren and Aston Martin, now also the famous Alpine as part of the Race Experience. Are you also a fan of speed and sensation? Take a look at [www.raceplanet.nl](http://www.raceplanet.nl) for all the possibilities for an unforgettable day out. Because anyone who knows Michael's impressive racing career knows that success is assured. 💎





# Cosmin shines in Flamicom Castrol Dacia Team

by Tom Bruinink

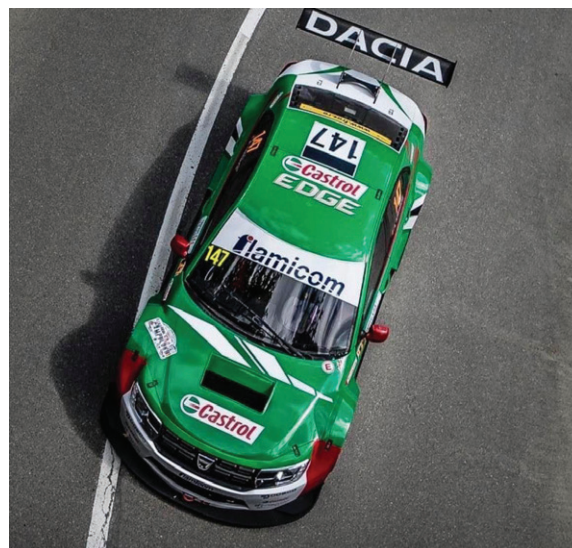


## Success in the Romanian Hill Climb Championship

The 2021 Romanian Hill Climbing Championship finished with a Dutch success. Cosmin Ion's spectacular Dacia Logan RS proudly displays the name of TBT Logistic International and dealer group Terwolde/Oving. During the last six races for the CNVCD title, Romanian driver Cosmin achieved four consecutive podium places and a strong position in the E2-2000 class after taking points in the last six races.

In 2021, Cosmin can count on the support of Renault-dealer Flamicom in Ramnicu Valcea and TBT Logistic International, which has its headquarters in Venlo and provides daily refrigerated transport throughout Europe. Te Baerts Logistic International BV Holland is a specialist in daily transport of flowers, plants and other refrigerated transport to Eastern Europe. The transport company also has a branch in Brasov, Romania.

A fantastic starting field of over 80 cars guaranteed a season full of battle and spectacle. The races where the public was admitted were unforgettable weekends for the fans. Former champion Costi Stratnic and teammates Bogdan Popescu and Cosmin Ion hope to compete at the front again in 2022 and continue the success of Flamicom Castrol Dacia Team. 💎





# The Back Page - Cars & Coffee-Café Cuates



Francisco Miranda attended a local Cars & Coffee event in Mexico with his beautiful Dinalpin. You can't escape Starbucks anywhere in the world (or Cars & Coffee)!



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