

Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | FALL/WINTER 2022 | 125



FRANCE & ITALY 2022

**Renault Owners
Club** OF NORTH AMERICA



fall/winter 2022 | **IN THIS ISSUE**

1964 Alpine M64	3	Renault Days - Renault Mexico	24
France and Italy 2022	7	Beautiful Novelties from Solido and Otto	26
Renault Alliance Radio Cassette Troubles	18	Grateful Initiative	27
Alpine Club Mexico - 19 Years Strong!	21	Back Page - Stone Alpine	28
The Unusual R4 in Colombia	22		

Password for fall/winter 2022: **stone**
 Use this to access the Members Only area of renaultclub.us

Renault Owners Club of North America

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

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

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

New Members

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

Sharon Desplaines
 7467 Mission Gorge Rd #81, Santee CA 92071
 Tel: 619-334-1711 • hummer5@cox.net

Renewals-Registry Information and Address Changes

Renew online or mail payment to:
 Sharon Desplaines
 7467 Mission Gorge Rd #81, Santee CA 92071
 Tel: 619-334-1711 • hummer5@cox.net

Classified Ads

Place ads online at <forum.renaultclub.us>
 Or mail brief ads to:
 Kurt Triffet, 339 Carol Drive, Ventura, CA 93003
info@renaultclub.us

Marketplace display ads available

Renault Club Discussion Forum

forum.renaultclub.us

Our club Facebook Group

<https://www.facebook.com/groups/291079754246181>

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

No current advisor

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

1964 Alpine M64 Finally Traveling Again

by Marvin McFalls

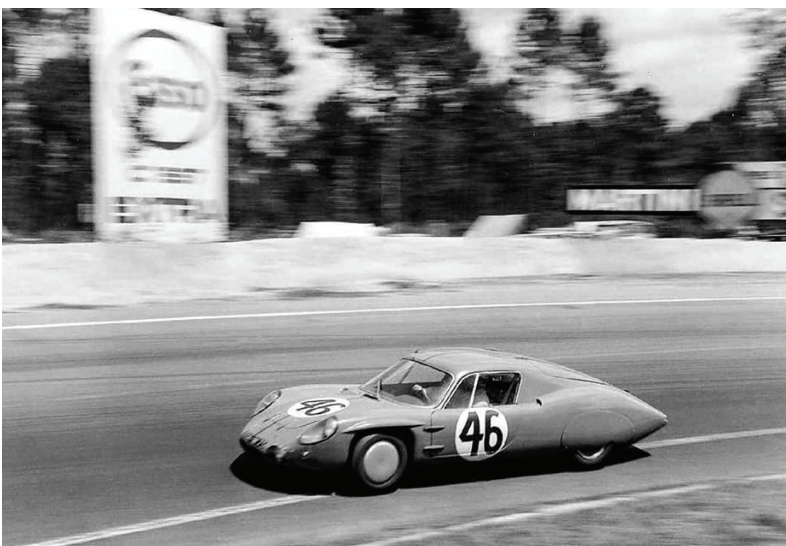


Alpine was founded by Jean Rédélé, who originally modified and raced Renault 4CVs with limited success. In 1955, Alpine was founded, as Rédélé started building his own cars on the 4CV chassis and mechanicals, given the designation A106. However, Rédélé's passion for racing continued, and in 1962, he introduced the M63, which was developed specifically for LeMans. While all three prototypes failed to complete the event, an updated version, fittingly called the M64, was built for the 1964 season, and largely based on the M63. Just three examples were built, the final car, chassis 1711, debuted at the 24 Hours of Le Mans, starting 36th, but finished 17th overall.

The car completed 292 laps that year and covered nearly 2500 miles, when scoring was completed, it not only won its class, averaging just over 100 mph, but was also first in "thermal efficiency" for the most fuel-efficient car, averaging about 21 mpg. Only a few weeks later it won its class again, this time at the Reims 12-hour event. Then it competed in the 1965 Le Mans 24 Hour race, but suffered mechanical problems. A month later it was retired from racing at Alpine.

That same M64, chassis 1711, which was that rare and special car that was the double winner at the 24 Hours of Le Mans in 1964 amazingly still exists today. Generally, the attrition rate for outdated race cars is high. Once they are no longer competitive they are usually either parted out or just left to rot. This example was spared either of these fates, as it was initially used as a template for the next model of Alpine Prototypes, placing the now iconic rear wing-like body panels for what would become the A210. The team had used chassis 1711, for aerodynamic testing until the first A210 was completed, then it remained in a dark corner of the factory for a number of years.

At some point in the late 1960s or early 1970s, this championship racer, was by now in overall very good shape for a retired endurance machine. No work was needed to replace fins or any of the rest of the bodywork. The bodywork is all original as it had never been in an accident. It was first sold to a French Alpine enthusiast named J.L. Marnat, who in 1977, sold the car to Jacques Ohana, a collector who then started a full restoration. Though Ohana, never completed the project, he had made decent traction on the restoration, including repainting the car. When Ohana died, his family consigned the car to the 2014 RM Sotheby's auction in Monaco auction. The new owner was a dealer, who did not move the restoration forward in the time



he had it, he then brought it back auction in Paris at the October of 2016 Artcurial auction.

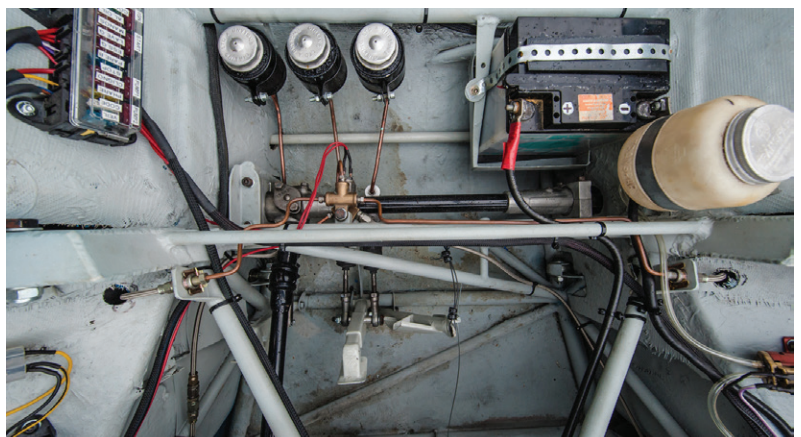
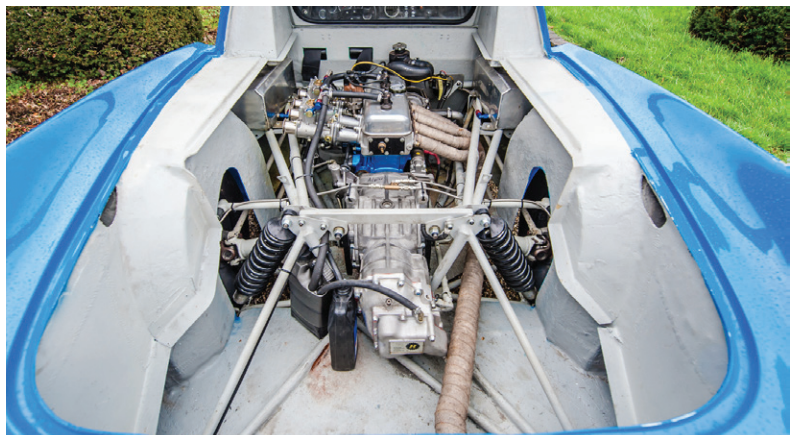
When Kim and Mitch McCullough learned that it would be on the auction block again, the Pompton Plains, New Jersey residents, flew to Paris and plan to bid on this rare French prototype. While the couple have a significant collection, among their most treasured are a 1970 Alpine A110 rally car bought in 2006 and a 1957 Alpine A106, they acquired earlier this year. So to acquire an original prototype racer would have been an incredible addition to their collection.

After fending of all comers at the Artcurial Auction, Mitch debuted the M64 at the 2017 Monterey Motorsports Reunion. However, it developed an engine problem and had to be retired before completing a single lap. Though that year Monterey Car Week was not a total loss. As the McCullough's hauled the wounded car over to The Quail, A Motorsports Gathering, where the car won the editor's choice award from Octane Magazine. So they pushed it onto the stage to receive the honor.

Graham Long at Graham Engineering in New Jersey first completed temporary repairs to the engine, the car was next transported to Florida, for the 2018 Amelia Island Concours, where it earned a blue ribbon from the judges. Their next stop was supposed to be, LeMans for the Classic that June, but unfortunately the correct style race shocks could not be sourced, so it was not approved to compete that year. So its return to LeMans was shelved until 2020, which ultimate turned into 2022 with the assistance of Covid 19. However, before returning to its roots, first it visited Lake Como in Italy for the Concorso d'Eleganza Villa d'Este, in October of 2021. Where it was featured in a loaded class that included five decades of endurance racers.

After waiting four years to finally get to LeMans, for the Classic, it turned out that there was a great deal of interest in this tiny car. While there were a number of former event winners, the primarily French crowd, seemed to flock around the little Alpine prototype. The life of a retired racer usually consists of sitting at home in the garage, or a museum, with an occasional rolling onto an occasional showfield. However, at Le Mans in June, crowds surrounded the Alpine throughout the weekend. One spectator even showed McCullough, a dozen or more old photos, from the cars' racing career during the 1960s.

During the weekend's activities Mitch was able to safely get the M64 to over 135 mph down the nearly four mile long Mulsanne straight. His lap times were consistently under six minute on the nearly eight and





half mile Circuit de la Sarthe race course. While this time was about a minute a lap slower than some of the other top cars from the same era, they were right in line with a period car of its displacement. While it was never the fastest car, it did not seem to detract from its overall performance, nor the excitement of the crowd every time it passed by.

So, following the epic return home to Western France, the Alpine M64 then made its way to California. Where the car was back at the track, this time at the Rolex Monterey Motorsports Reunion at Laguna Seca Raceway, then taking part in a special exhibit celebrating 100 years of the LeMans 24 Hour race at the Pebble Beach's Concours d'Elegance. Amazingly, of the 29 cars displayed on the 18th green, nearly half, 14 to be exact, were overall winners of the LeMans race. With such competition, just being a participant was definitely a major achievement.

Besides Mitch's Alpine, his wife Kim was also invited to participate in this year's event with her 1932 Ford hot rod which was also part of a featured class of the Concours d'Elegance. As the day went on and judging was completed it turned out both McCullough's would have the opportunity to drive their cars across the Pebble Beach Ramp. For Kim, it was second in class in her 1932 Ford Pacific Gunsight Special Roadster, in the 1932 FORD HOT RODS class. Not to be outdone, Mitch bested a number of former LeMans winners to gain a respectable third in class in the 24 HOURS OF LE MANS CENTENNIAL class.

Definitely a great weekend for the McCullough Family, and for the Alpine M64. While this little Alpine has spent so long out of the public eye, it seems that after all its recent successes we will not have wait another 57 years like the Circuit de la Sarthe had to, for its long overdue homecoming. 🏆



Best of France & Italy 2022

by KurtTriffet

It was a beautiful Southern California day on Sunday, November 6th for the annual Best of France and Italy show at Woodley Park. So many cars were in attendance this year, and the place was packed with visitors.

Our Renault Club contingency was not out in force, but we did have Don Merlis with his R10, Don Conteras with his '66 Caravelle, Chris Davidson, myself and a couple others. There was also, new to this year, a quite stunning, minty original 1967 Caravelle, brought by a collector who normally shows a Lambo Miura. A nice Dauphine and Alpine also attended, but their owners eluded me.

Jay Leno made an appearance (probably the last before his nasty burn accident) with an old Italian beast, and, given the proximity to Hollywood and its car culture, the place is always fun for people watching. I know I saw a couple rock stars with their kids here. Lots of families with kids, which is always great to see. This show always something for both the champagne and beer budget car enthusiasts, and you see cars here you'll never see together anywhere else.

Next year, we have a breakfast place once again to gather before the meet (the old one shuttered), so hope to see you all then! 💎



















Jay Leno's car









Renault Alliance Radio Cassette Troubles

by Mark Bardenwerper

When the Alliance was introduced, American Motors took the opportunity to introduce European-style mounting to their radio lineup. That was one more aspect that they did not have to convert to suit American tastes, and industry pressure was going that direction anyways. They also set up the profitable Cherokee/Wagoneers for them, so they could use pretty much any radio on any line.

The radios offered by AMC were of very high quality for this reason. Many of them were made by Mitsubishi, rugged and very reliable. As far as I know, all radios offered in Alliances were made by them. The radio lineup started with AM only and the highest end units had Dolby and separate equalizers in the last models. Those are very rare. I wouldn't want one because of their complexity and because they occupy the handy cubby hole.

My 1986 Alliance DL convertible came with an aftermarket knob and post radio-cassette. It worked, fit well, but had poor sound. I decided that as soon as I could locate a proper factory radio, I would see about installing it.

(Top photo) Early radio, model RX-161. The mounting bracket is underneath and the wiring connectors are different. I sold it to a guy in Texas and he reports that it works great and suit his needs.

In 1986, the dashes substantially changed. The heater control on earlier models was vertically oriented to the left, with the radio all the way to the bottom, just ahead of the shifter. AMC heeded complaints about the inaccessibility of radio controls and moved the radio above a full-width cubby hole, with horizontally laid out heater controls at the top. That meant the earlier style radio I bought from a junk yard would not fit. It also had the incorrect wiring harness ends. The ones on the car were square and the radio had wider connectors.

(Middle photo) New radio, model RX-135. There is a top and a bottom bracket, partially visible top, left.

My next radio, bought from someone on the Renault Facebook pages, was a perfect fit. While the old one had an adapter bracket on the bottom, the new one slipped in and was retained at the top and bottom. The wires also connected with no hassle.



The radio had an issue though. It had a cassette tape stuck in it that would not come out. I read on the Internet that this was one of the primary reasons for failure on these radios and they warned about forcing the tape out, that it would wreck the transport and it still would not let the radio work.

I found a website called, "Jeremy's Radio Emporium," with a lot of information on radios used in Jeeps and Alliances. He offered a repair service, but further reading revealed the page was several years old and he was no longer taking in work. I messaged him several times asking for help, but got no reply. But the information there was valuable. The radios used in Alliances and Jeeps of the era were usually of very high quality, made by Mitsubishi and known for their durability. They suffered from one issue; tape drive belt failure. I figured that if he could fix it, so could I.

(Middle photo and bottom photo, last page) Knobs pull off. Note wiring diagram on cover. Mounting brackets are partially viewable upper right. Taking pictures as you go will refresh your memory. Side view shows the rear-facing wrap-around frame that comes off once numerous screws and clamps retaining the wiring are removed.

Having the bravery of one who knows no better and having repaired VCR's and home cassette decks in my murky past, I decided that I had nothing to lose in trying to fix it myself. At first, I thought I would need to go through soldered-in boards to penetrate the layers of electronics, but patience and a little more examination revealed that the unit was assembled in sub-units connected by plug-in cords and held together with many screws. The cassette transport mechanism was like a piece of baloney in a sandwich of subframes.

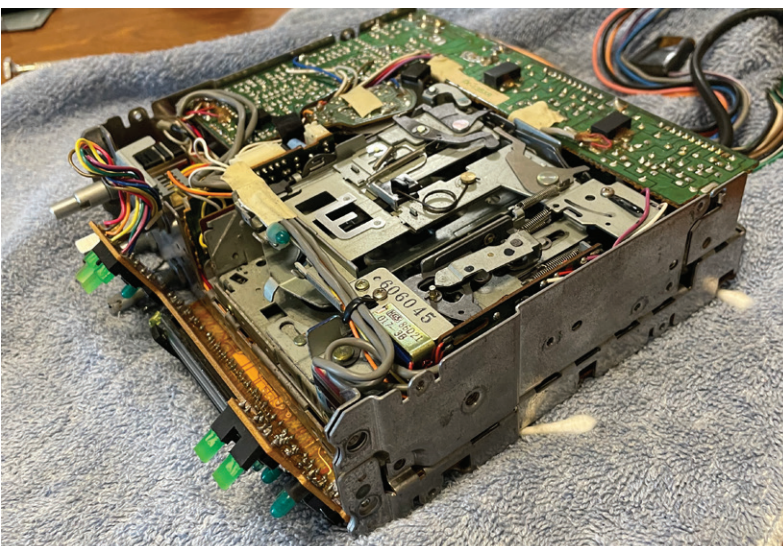
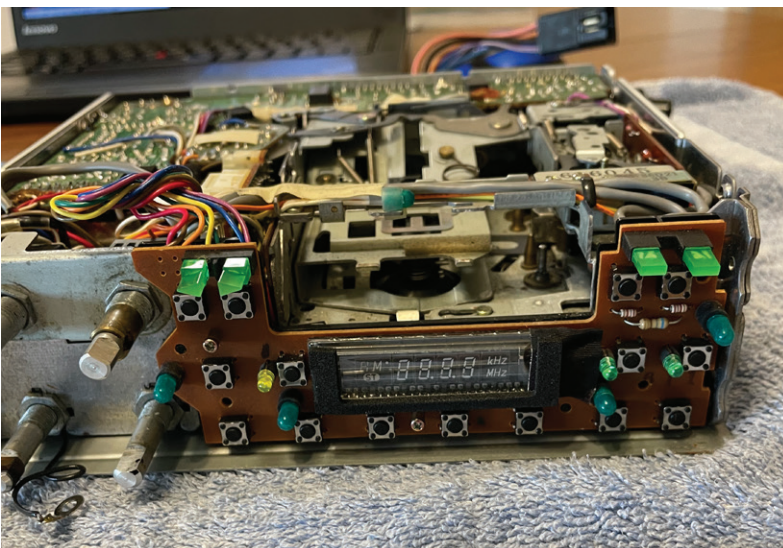
Visible screws and wire restraining clamps came out and the outer frame surrounding the rear half of the radio came off, revealing the layers of the radio sandwich. The upper half contained the tape carrier, but first, the lower board frame had to be removed to access the screws retaining it. When the upper half loosened, it was possible to trace the connectors and detach them.

Several screws later, I tilted the carrier up and out. I did not unwire it, as there was sufficient slack. The belt was easily removed. Surprisingly the belt was intact, but it was shiny and not as tight as it should be, so I suspected that it had been slipping, preventing the tape transport from working.

I carefully extracted the tape (it was the Doors, good choice!) but the transport dropped back into the play position. I removed the belt and folded it flat against itself, then measured it. I then multiplied by two to get the actual length, the subtracted a small amount for stretch.

I found belts at turntableneedles.com. Square belts come in several thicknesses. I ordered small width, about twelve inches length (part# SBS11.7), and it fit well, but was thinner than the original. I would suggest ordering medium thickness (SBM 11.5). My belt worked OK, but we'll have to see how it holds up.

(Photos on right) Face removed. Note ground wire. Rubber button interface and long retainer screws and spacers have already been removed. Note orientation of plastic spacer behind. With control panel tilted, the way forward becomes more evident.



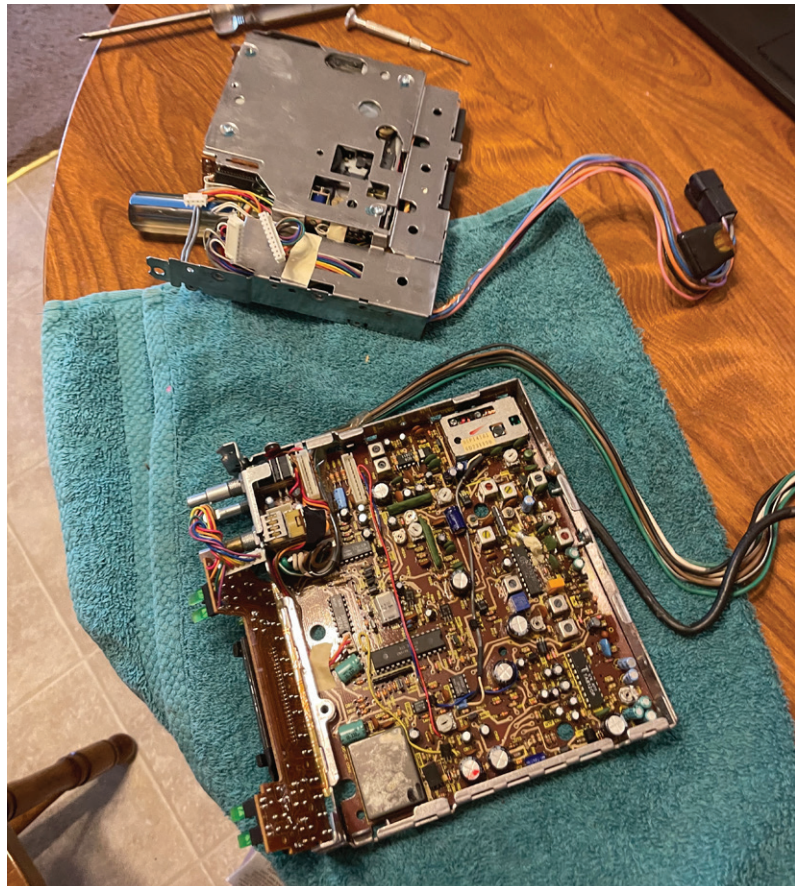
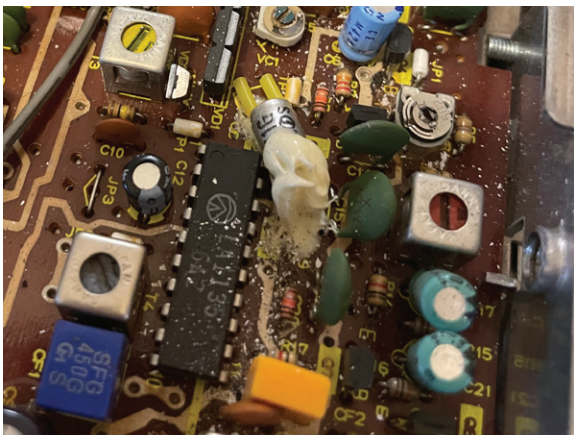
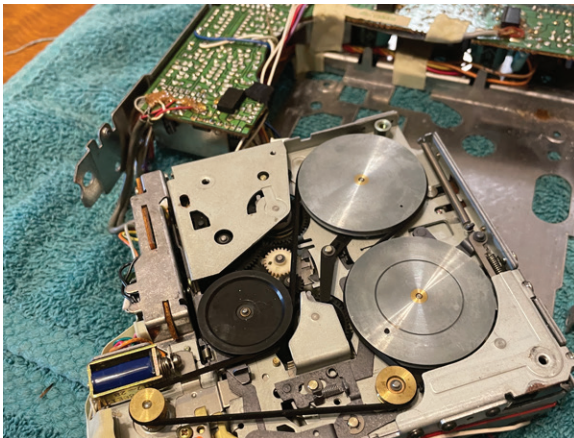
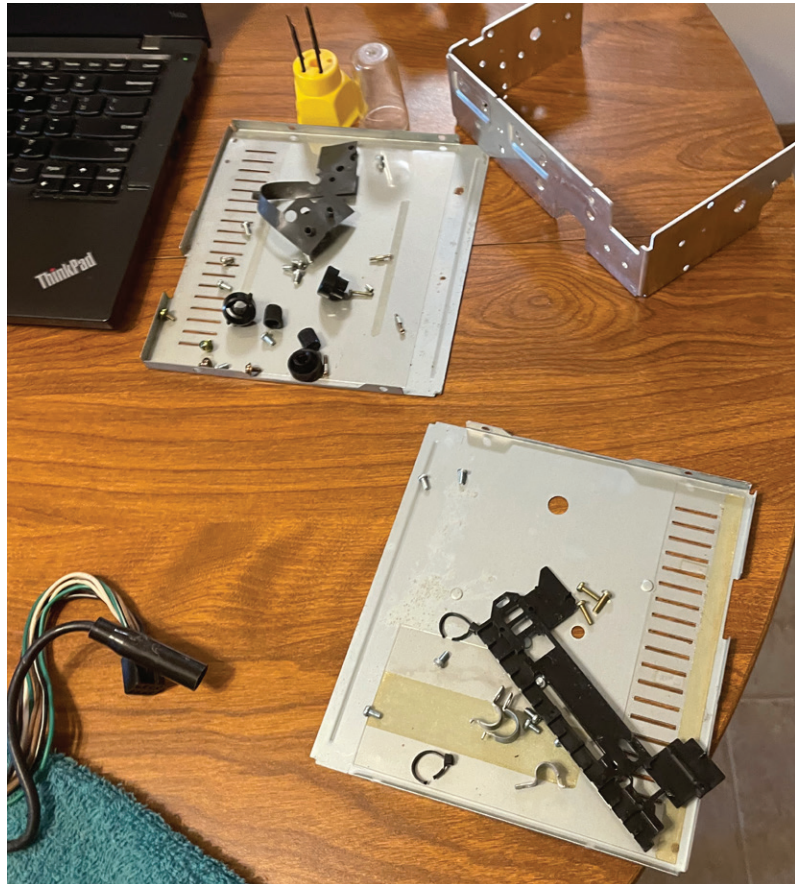
(Photos on right) Keeping parts separate makes reassembly less confusing. Rear wraparound frame, top right. Rubber, knobs, center. Panel spacer, lower. Bottom circuit board separated. Front panel carefully tilted out. Upper board containing tape carrier is face down, top.

(Photos below) A few screws and the transport could be lifted out and turned over, revealing the belt. Take careful note of the path before removing. I saw this white blob on the bottom circuit board, became concerned that it was a blown capacitor. It was merely dust and a blob of flexible adhesive. I vacuumed up the dust and all was well.

I assembled it without issues. When I installed it, I was shocked to find the radio would not work. I pressed the eject button and the transport responded with a whirl and the radio played!

The earlier version of this radio has a different look, but it is basically the same internally, except for differences in placement. I am quite sure that this guide would also work for those.

Don't be afraid to do surgery on your radio. 🛠️



Club Alpine Mexico 19th Anniversary

by Francisco Miranda



19 years and going on strong!

Yesterday marked a symbolic date for the Alpine Club Mexico, as our book of the monthly meetings records got to its last entry page.

19 years ago, was the opening record dated March 11, 2003. Some of the original members, me included, still assist mostly every month to get informed of the events planned for the month in course or future events. It's may very well be an excuse to see our friends, have a nice chat and a good dinner as well. We've been going to the same Italian restaurant, La Bussola, (The Compass) all these years, with a couple of exceptions. They know us by name, and they suggest you the daily specials based on one's taste. They make us feel at home.

On this occasion we signed assistance following the order of the first date, although sadly some members are no longer in the club. But of course, many of the actual members have joined through the years and they signed shortly after.

A special mention and our gratitude, goes for all the presidents that have put their talent and time to keep us going: Juan Antonio Calvillo, Alberto González, Alejandro Cortés, Alejandro Konstantonis and again, Alejandro Cortés to date.

Thanks, and Congratulations!

We hope to continue meeting and participating in car related events for a long time to come. 💎



The Odd Story of the Renault 4L Perched on a Rock

by Óscar Julián Restrepo Mantilla, *Founder, Director and General Manager of the Virtual Magazine El Carro Colombiano*

It's the only place recognized by its own country and visitors as a monument to the Renault 4 in Colombia.

While the large number of Renault 4 fans in Colombia have paid all kinds of tributes, and many of them can be seen in different places in the country or in the virtual world, there is one very special story. It's that of a vehicle that climbed on a rock, crowning the mountains that border the road between Bucaramanga and Zapatoca, in Santander.

Passing by this place, travelers frequently will take a photo as a memory of a "Faithful Friend" who will always be there, happy to receive them in this municipality located 60 kilometers to the southwest of the Santanderean capital. Also known as "the city of silk weather" because of the gentle cool breeze that adorns it.

Before this, there was another car

According to the recollections of journalist Héctor Gómez Kabariq, a native of the region, this Renault 4 was not the first car that was placed on this rock.

About 40 years ago, the businessman shoemaker Jorge Ardila was the first to go up there with his car, an old blue Desoto that became stranded and could not be repaired. Ardila was irritated at what the inconvenience that the car caused him.

The businessman went back to town, got a truck, loaded up the Desoto, and drove the vehicle to the rock. By the mid-1990s, visitors were coming to take photos next to the vehicle, but soon, a group removed the chains that held it in place, and pushed it onto the road. They could have caused an accident by doing this.

At that time, Jorge Ardila finally came to salvage the car, and took it for scrap to Bucaramanga. The car was now gone.

The Renault 4 de Zapatoca: it wasn't Colombian

In the beginning of 1990, three middle-aged men traveled from Zapatoca to the center of the country in a Renault 4L with Venezuelan plates, that had been manufactured in that country. When they passed near the Corregimiento La Fuente, in a descent half an hour from Zapatoca, the car stopped working. After pushing the Renault 4 to La Fuente, the travelers turned to the local merchant Nestor Gómez, as well as a mayor's official, who wanted to help them. At that time, two po-





licemen who were serving at the scene came to cooperate, but one small detail caught their attention: the vehicle's foreign plates.

They asked for a permit, and the visitors fled. The police seized the vehicle, putting it on Gómez's truck and took it to Zapatoca, where the National Customs was notified.

Then, the history of the Desoto came up. Nestor Gomez suggested to the mayor of Zapatoca, Efrain Durán, that the Renault 4 seized in La Fuente would take the place of the old American car and stand on that rock. Durán agreed and Nestor Gomez himself, along with three more friends, carried and lifted the vehicle, placing it there as it sits today.

It's an obligatory tourist stop

Today, the yellow Renault 4 that in the mid 1990s climbed that rock, half an hour before Zapatoca, is considered a mandatory tourist site. In addition, it is recognized as a monument to which it was the most popular car in Colombia at the end of the twentieth century, and a symbol of the motorization of Colombian families.

Recently, the car fell off its rock, dislodging the rocks that held it in place. But quickly, a crew of Zapatoca Firefighters, along with police and the area community, returned it to its spot on the rock.

Only two cars they can boast of having monuments like this in Colombia: the Jeep Willys , in the Eje Cafetero , and the Renault 4 on the road to Zapatoca , one hour from Bucaramanga. 📍



Renault Days in Mexico

by Francisco Miranda

This was the first “Renault Days” that Renault Mexico organizes for the corporate employees. An initiative that Magdalena Lopez, President of the company, has instituted so the personnel get to know about the history of Renault in Mexico and share with them different activities. Last closing day, they had a slalom, copilot a race Sandero RS at the Hermanos Rodriguez racetrack and also a very useful basic mechanics crash course, imparted by Ricardo Rodriguez. I have a small knowledge on the matter, but I enjoyed it very much and everyday there’s something useful to learn. The previous days they had other activities as well.

Ricardo, who acts as Quality and After Sales Engineering Manager, oversaw choosing which cars were representative of the make, inviting and coordinating us throughout the event.

Around 20 beautiful and diverse models were displayed and even some unveilings took place. Assistants were enjoying very much the show and to listen what each owner of the car in turn was saying about it.

Magdalena and Ricardo were presenting us with a Recognition Plate and were grateful for our participation at the event.

We were invited to hors d’oeuvres and fresh juice drinks and gave us opportunity to listen to the welcome speeches and mingle with the assistants. All in all, a very different event to the usual car shows we’re used to assist.

After the recognition speeches, they opened the track for a slow touring parade which was interesting, especially for people who hadn’t drove in a race track before.

Thanks a lot to Renault for the invitation and for the initiative to make people aware of the important part history plays in the actual development of the new models and to understand that the make is a reliable one that keeps running after many years, giving constant satisfactions to the owners.

After the event some of us headed to have dinner at a nice taco place. We were lucky to escape of the storm that was pouring while we were eating. After that, the weather was ok and just a mild rain was fall-



ing, enough for my old wipers to cope with it.

It's always nice to enjoy a nice day with friends and cars! 🍷



Beautiful Novelties from Solido and Otto

by Tom Bruinink

Solido is presenting a beautiful Alpine A110 1600S in the version that rally legend Michèle Mouton drove in the 1976 Monte Carlo Rally. As known in the 1/18 scale, the model has opening doors and rich detailing. It can be ordered with reference S1804204.

In the Alpine with start number 19, Michèle achieved a nice second place in the Group 3 class and an eleventh position in the general classification. The 1976 edition of the RMC was dominated by the Lancia Stratos HF, which occupied the first three positions at the finish. Mouton finished with her A110 at 49 minutes and 15 seconds from winner Sandro Munari.

Sister company OttoMobile has expanded the range with three beautiful Alpine models. The first is available as OT543 and is a beautiful white Alpine A106. Two new variants of the current A110 have appeared: the OT965 is a dark blue A110 Legend GT and OT924 is a very successful 1/18 miniature of the yellow A110 Color Edition. Because there are no parts that can be opened on the Otto models, the lines of the car come into its own even more.

Beautiful work by the ladies and gentlemen in Joselin. The first wish lists for the Christmas days can be created. 💎



Grateful Initiative

by Tom Bruinink



Healthcare worldwide is under pressure. Going outside with a lonely elderly person or someone with dementia or Alzheimer is becoming increasingly difficult. The initiative 'Mee op stap' (can be translated as 'We join you during the trip') of Ineke Smits and Emy Los from The Netherlands to involve these people more in normal life is therefore commendable. The fact that a red Renault 4 plays an important role in this makes it extra fun.

Ineke: "The R4 evokes memories in many people. We go out with people to make new memories. But also to bring back old memories. For example, we lent the Four to a gentleman with dementia. He still had a picture of his own R4 in his shirt pocket. The smile on his face when he was allowed to drive my car was worth its weight in gold."

In line with the activities, the 'Mee op stap' do-and-fill book is now also for sale. A book with which reliving makes happy new memories. In recent months, the book has been brought to the attention at various events. For example at the Christmas market in Genemuiden. Cold but super cozy, while the red R4 stole the show. For more information visit www.meeopstap.nl. 📖



The Stone Alpine

by Francisco Miranda

Recently my friend Jose Antonio Méndez AKA "Chesito" published in a Renault Whatsapp group a couple of pictures of the stone Berlinette. I phoned him and asked him about the author or some information. He told me he doesn't know the guy, but our mutual friend (and Renault legend in these latitudes) Pepe Siatos did.

So finally I got a hold on him, as it's difficult to find him, he lives in Puebla, so it's not viable to go and see him. He told me the sculptor is named Raúl Ramirez and lives in Zacapoaxtla, Puebla. He told me he's an architect, so he commissioned one of his workers to do the project. It took them 6 months to complete it.

He used to have at least one Berlinette but recently asked Pepe to sell it for him. But he's a true fan of the car and he keeps making sculptures of scale models of the A110, in several sizes. Until now that he decided to build a 1:1 stone replica, still in progress, so it seems. 🛠️



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