

# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | **SPRING/SUMMER 2023** | 126



CARLISLE 2023

**Renault Owners  
Club** 

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 OF NORTH AMERICA



spring/summer 2023 | **IN THIS ISSUE**

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**Renault Owners Club of North America**

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**Renault Club Discussion Forum**

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# Special Announcement - Big News for the Club!

by Kurt Triffet



**W**e are taking a big step for us to simplify how we operate. We have moved towards a payment-free club, which means that after the last current membership expires next year, we will no longer be doing a newsletter, and all the expenses and work that go along with it that required membership dues.

## No more club overhead!

This is why many of you received a Paypal notice saying your membership was cancelled. This was so it wouldn't auto-renew. Paypal does not have a more elegant way to do this. All members who are paid up with their dues will receive newsletters until their membership expires. The website will continue with the same password-protected member area until then.

The idea behind this big change is to develop a better social club, share our regional activities with others online and otherwise, and eliminate the work on the administrative end.

The mission of the club will not change - we are still here to keep our cars on the road and enjoy the comradery, but we will be doing it all through social media and events.

We will still have contacts for the club, but the traditional club positions will be let go. Our website will still be maintained. We look forward to a new era of fun social activity with very little structure.

We've been around for 30 years, and hope for at least another 30.

Join us now on Facebook and share your thoughts!  
<https://www.facebook.com/groups/291079754246181>

*Happy Renaulting!*

Kurt Triffet - [renaultclubus@gmail.com](mailto:renaultclubus@gmail.com)  
 Club General Administrator

## Carlisle 2023

by Marvin Mc Falls & Kurt Triffet

This was the lucky thirteenth year that we have had a display in Building R, and since 2017 we have had the opportunity to use both sides of the building. So each year we attempt have two unique invitational display areas as well as space for our Toys for Tots charity fundraiser. So for this year's displays, we initially had hoped to do a unique display of AMC Jeep Renault Dealership, we had planned for one side of the building to be the showroom and the other the service area. Unfortunately, Carlisle Events could not approve with enough advanced notice to get all the AMC and Jeep clubs to commit. So next we came up with the idea of featuring Alpine, Renault sporting division, as well as The Cars of Romania which include the ARO, Dacia and Oltcit, which would be a first of its kind gathering in the western hemisphere.

Unfortunately, the Alpine group was not able to commit enough vehicles this year, but they are hoping to return in 2024, with a significant display, so we ended up doing a unique rear-engined Renault exhibit. Usually we leave on Thursday, but with these added setups I decided to leave two days early to get the vehicles ready for the Invitational Display.

In the early days of the Renault Owners Club at Carlisle it was not uncommon to have Alliance, Encore and GTAs numbering in the double digits, and I believe our all-time best mark was in the low-teens. However during Covid our numbers dropped below a handful, so we decided to make a concrete effort to get our numbers back to a respectable level. With 2023, being the 40th anniversary of their introduction in the United States, we figured it was once again time for a special display. In the past, we have dedicated a significant portion of building R to showing them. Most significantly in 2011 and 2017.

Sure enough, by Thursday morning, we had our first invitational vehicles to arrive as Eddie Palaghita had brought his 1990 ARO 243, which is the only one in the US, and a highly modified Dacia "Martini" which has a VW GTI motor swap, and a Renault 19 Turbo 5 speed gearbox, as well as his 1986 Dacia 1304 pickup, which is also the only one in the US. Next to arrive was Daniel Picu and his 1988 Dacia station wagon, which is one of only two in the US.

Not to be outdone, in the rear-engined Renault display, Sandy Lea arrived with his 1954 4cv. Being





an early European market example, it was much different than any of the other 4cvs previously shown at Carlisle. Also a fitting neighbor was Dan Barton's 1966 Renault Dauphine, while the two car had engines from the same series, Dan's significantly modified Gordini engine had twice the horsepower of Sandy's car. Next to arrive, was Brad Stevens with his Alpine A310, which had originally committed to the Alpine display, but had been nicely woven into the new rear-engined exhibition. With a 2.7 litre V6 engine, it took a fair amount of explaining to spectators, before they understood just how close these three vehicles actually were related.



Meanwhile, the Romanian invasion continued, with Pantelimon George, who drove his 1969 ARO M461 along with his wife and two young daughters, they had driving from Ohio to Pennsylvania, which turned into a seven hour adventure. Next to arrive was George Dumitru, who brought the oldest Dacia 1300 in the US, a 1972 model. Followed by Daniel Picu's ARO 324 quad cab pickup, which features a Chevrolet V8. Not surprisingly this would become the main attraction of the display.



While they had a number issues on Thursday, but Darie and Dan Manea were able to bring three vehicles on Friday. Dan brought a 1989 Dacia, the only other station wagon in the US, and Darie Manea drove his 1984 Oltcit Club from Maryland, and also brought a 1974 Dacia 1300 that was prominently displayed outside the building with the ARO M461 and the ARO 243. Also for a few hours that day, we were excited to have a second Oltcit, which was part of the Citroens at Carlisle exhibit. Having a pair of Romanian built Citroens inside the building was definitely a treat for those who stop by the display that day.



Not to be out done, next door our display of Alpines, had also doubled. Jim Gordon brought his 1978 Alpine A310. While the styling is identical to the later Pack GT bodied we already had on displayed, without the wider fender flares and standard three bolt wheels, it stood out from its bigger, yet younger brother. We also added the French Built, US Spec, Renault 12 wagon of Claude and Issac Vancea to this display. While it did not fit in with all of the other Renaults and Alpines on display, we wanted to feature it after they had travelled all the way from Michigan.

Back on the show field, it was not a big surprise when Nick Chennell arrived early on Thursday in his GTA Convertible. But they really began multiplying on Friday with Tom Gross from nearby Reading in his GTA Convertible, and Tom Ketchum, from Rochester, New York also in an Alliance Convertible. Then local,

Don McLaughlin also joined the other three convertibles with his GTA coupe on the show field, Followed by Lloyd Mathis in a 1983 two-door Alliance he had driven more than 800 miles from St. Louis. Next came Hector Lopez and Shawn Kennedy from New Jersey in Shawn's Alliance Convertible.

Last but certainly not least to arrive were Stephanie and Steven Radovanovich in our only Encore on Saturday morning. Having these magnificent seven examples all lined up in a row outside the building, definitely helped with foot traffic all weekend. On more than one occasion I overheard someone saying can't remember the last time I saw so many of these. Even the media was impressed with the display as Hemming's prominently featured them in an article about Carlisle Import and Performance. Our hope is that Alliance, Encore and GTA will remain a staple in our Renault exhibits at Carlisle for many more years to come.

Also of note, were the two additional cars that participated in the Eastern Bloc Cars at Carlisle displayed on the show field. We were excited to see the Trabant 601 and the Yugo GV. While it paled in comparison to the Cars of Romania exhibit, we are excited to see the total number of Eastern Bloc cars expand for a third straight year. Hopefully next year we can feature another former Soviet satellite nation and their amazing vehicles in our display.

The final tallies were: ten Renault, six Dacia, three Aro, two Oltcit and two Alpine, for a grand total of twenty-three cars. While it was by no means a record turnout, but the cars in attendance were in overall nice condition, and were well received by attendees of the show. Hopefully next year we can possibly eclipse this total, and feature some additional unique exhibitions. We hope you will join us May 8-11, 2024 in Carlisle, for our next gathering. 🍷

## Impressions of Carlisle

by Kurt Triffet

This year, for the first time, I was able to attend our annual East Coast club meet at Carlisle, and what a great time I had.

I took a Redeye from Santa Barbara to Newark on Wednesday night and was picked up Thursday morning by a bright and cheerful Sandy Lea. Then it was off to meet with Nick Dimopoulos, who brought his trailer to load up Sandy's fine 1954 4CV near Sandy's home in New Jersey. We all got on the road and headed to Carlisle. Once





there, we unloaded, and little by little, more members began to arrive, and the massive show field began to fill up.

Accommodations for me were a real treat, since Brent Bartley and Denise Shively had rented a terrific little AirBnB house nearby, where I think 9 of us ended up living in. Was so much fun with all the great people, the full house was not a problem. I got to see old Carlisle, and we had some great meals in town, as well as enjoy Marvin's famous club breakfasts at the Middlesex diner. As mentioned, it was so great to finally meet in person so many of our club members and friends who I had either just heard about for years, or only knew from Facebook or by email or phone: Don Mc Laughlin, John Vogler, Clayton Hoover, Lloyd Mathis, Garrick Costa, Hector Lopez and Shawn Kennedy, Steven and Stephanie Radovovich, Nick Chennel, Joe Wagner and Linda Connell, Brad Stevens, Sandy and Everett, and two wonderful people, Dan and Chris Barton. Forgive me if I missed anyone.



We also got to discuss, more in-person, how we want to move our club forward. The announcement is on the first article page.

The show was quite something, and the photos speak for themselves!

We made the reverse trip back to Jersey, in perfect time for me to catch my flight back home after lunch with Sandy and Everett.

Will certainly try to be there next year, this time with my wife, who really missed out meeting a great group of new and old friends. This is what our club is all about! 💎

















# 18th Biennial Easter Muster in Moama, New South Wales

by John Waterhouse

What a pleasure to write an article for one of the last ROCNA newsletters! Our Register has 135 members scattered across “the wide brown land” of Australia and many of us meet every two years in NSW over the Easter holiday. Geographically, NSW is a somewhat central location, most of our members living in the south-east of the country, where it is less brown and wide!

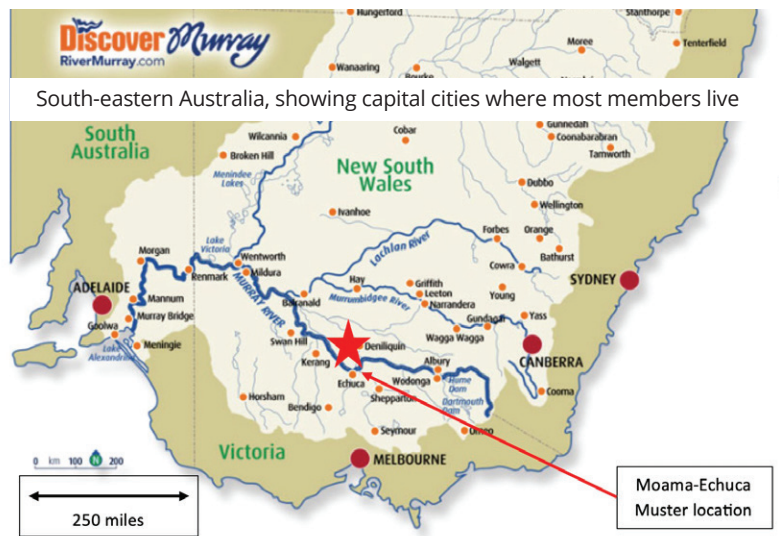
Most Australians have never heard of Moama. However, its larger neighbour, Echuca, on the opposite side of the River Murray, is a well-known 19th century port for the paddle-steamer trade. Slightly smaller than the Mississippi, the Murray River, and its tributary, the Darling River, were arteries for the transport of wool and wheat for export from some 400,000 square miles of inland Australia. Small, shallow draft paddle steamers plied the river until the railways arrived. Goods were shipped out of South Australian ports, near where the Murray meets the sea. Several steamers have survived and operate tourist cruises out of Echuca.

Our Muster was disrupted in 2021 by Covid and state border closures; we hoped 2023 would be easier. For a while, we doubted this, as major floods in both Murray and Darling Rivers disrupted roads and flooded most facilities near the river for some months. Luckily the floods subsided ahead of our Easter gathering!

So, what of the Muster. To give an idea of its size, we had 97 members and 7 children at our biennial dinner and about 40 cars came to the event, half of which were Renault 4CVs. Our Register accommodates all the rear-engined models and are flexible regarding others. We are more a social group than zealots!

A few modern Renaults made up the full group, including Scenics from Brisbane and Perth, a Koleos from Perth and a current model A110 from Canberra. Two 4CVs came on trailers from Perth, nearly 2,500 miles to the west (towed by the said Scenic and Koleos). Your author was delighted to finally get his 1950-built 4CV all the way from Perth in Western Australia to a Muster.

So, what of the Muster? We gathered in Moama on the Thursday before Easter and on Good Friday,





4CV display at Echuca's historic wharf precinct, with rain

to re-acquaint ourselves and go on a river cruise together. It was cold and wet but we managed a good display at the historic wharf complex at Echuca.

The next few days were taken up with a lot of talking and our biennial dinner and general meeting. We also had trips out of Moama to visit local attractions and museums. One truly amazing collection included a vast number of beer cans and a colourful character who owns and presents his remarkable multi-shed collection!

Most of our members' cars are more or less original in appearance although not so many are mechanically completely original. The most common modifications are to improve power and gearing to make them more usable in modern traffic. My own car retains 760 cc power, having an early R1060 "big bore" sleeve kit fitted, but I have fitted Dauphine brakes, giving a mighty set of 9" brake drums and pretty good stopping power.

It is remarkable how many Caravelles come to our Musters, considering that probably at least ten times more 4CVs were sold in Australia (about 12,000 in total). This time we had 6 Caravelles (one a "Floravelle" with R10 mechanicals in a modified Floride shell), compared to 20 or 21 4CVs.



One remarkable collection, with extraverted owner!

This year, our R8/10 group included a rare R8 Gordini 1100 (the R1134 model) of which only a few dozen were sold in Australia, all being fully imported. The yellow R8 Gordini 1300 (R1135) is the only surviving Renault Australia factory competition car, assembled in Australia with factory competition engine and transmissions. This very car won the 1971 Victorian state rally championship and the team won the Australian Rally Championship in 1970 against all comers.

The pictures tell the story, except for the wonderful camaraderie of our members, many of whom have been friends for decades now. We think, modestly, that there are very few places in the world where such a gathering could be held outside France and a few other European countries. 🍷



Our 4CV line-up between showers – note large platypus on grain silo



The R8/10 collection with a Dinalpin and a lone R17

*Photos continued on next page*



One of four Dauphines, this example driven some 900 miles from Brisbane, with a very rare Fregate



Caravelles keep coming out of barns!



We don't compete, but Glenn and Cate Pauley's 4CV is the best of the modified cars - the deep mulberry paint has to be seen to be believed



We filled a motel in Moama. The author's December 1950 car finally in friendly company!

## Ahead of his time and loving it: Jascha Heifetz

by Kurt Triffet

Jascha Heifetz, the famous violinist, bought a Renault Dauphine in 1967 and converted it to total electric power at his own expense to make a statement for the importance of clean air ... he then drove that car from his Beverly Hills home to all of his classes at USC in downtown Los Angeles. 🏆





# Mexico - Day of the Vintage Car

by Francisco Miranda



models.

On the 19th of February, in Cuicuilco, the shopping center where we are used to going for different meetings, they celebrated the Day of the Vintage Car with a big exhibition of cars of all makes and

This time, there was not much interest from the members of our club, as only four of us decided to take part. Carlos Calvillo, Jaime Palafox and I were going to drive the Dinalpin GT4, the Gordini 1960 and the 1967 Estafette, but unfortunately the latter's battery was completely dead and as it was getting late, we decided to take only two cars. Pepe Maqueo was already there with his beautiful, recently restored Dinalpin Berlinette A110. It turned out to be a good decision to arrive early, as when we arrived it was still easy to get in, but not much later long queues were forming to get into the designated area. There were so many cars arriving that they even opened adjacent car parks to accommodate the late arrivals.

We parked the cars and found Pepe Maqueo and with other of his friends we went to have breakfast in a new restaurant on the site. After a long buffet breakfast and listening to some car stories, we headed back to the already packed event.

It was time to go for a long walk and see many beautiful cars from all eras, as you can see in the pictures- a very warm and sunny day, the perfect day to enjoy with your friends and family.

We thank the FMAAC for inviting us as we had a very pleasant day. 🍷









## 1954 Halliday Renault Special

by Marvin McFalls



Renault specials are fairly rare, especially in the United States, and I had the honor of uncovering possibly the two most famous examples: the Louis Rosier Special as well as the second prototype built for Jean Rédélé. If these names sound familiar, Rosier was France's only post-war racing Champion, winning the 24 Hours of Le Mans as well as a number of Grand Prixes. Rédélé founded France's sporting brand Alpine. Around the time I was writing about these cars, I met another enthusiast of unique cars, Geoff Hacker. Needless to say, the two of us became instant friends, and have remained in almost constant contact since.

A decade ago, nearly to the day, I received an e-mail from Geoff. He sent me some photos of a very tired fiberglass racer, sitting out in the desert. He asked me my thoughts on the vehicle, and after cursory glance of the photos, I came to the conclusion this car was much different than the previously mentioned specials. Unlike the Rosier and Rédélé which were built on stock Renault 4cv chassis with factory floor pans, this car was purpose built for racing with a handcrafted chassis and floor, though using a significant amount of 4cv components.

So, over the next ten years, from time to time, I would circle back to ask if Geoff, had learned anything new on the car. The answer was always no, until recently. As it turned out Geoff had remained in contact with Paul Anderson who owned the Renault racer. Paul had sent the original photos of the car sadly laying on the ground in the desert. As it turns out, Paul had rescued it, and had been storing it ever since. Late last year, Geoff was able to acquire the car from him, and over the winter it made its way cross-country from California to Florida.

Once in Florida, Geoff wanted to learn all he could about his latest acquisition. Upon inspection he was able to determine the front and rear clips were identical and made of fiberglass, while the doors and belly pan are aluminum. This was all done for the ease of swapping and replacing damaged ends during racing, and only one mold was required to make a new front or rear section.

Next Geoff reached out to me, and once I had a complete set of current condition photos, I was able to begin finding out what was Renault and what was not. Next he contacted Joel Driskill, a noted California

car researcher and photo archivist and good friend of Geoff's. Joel searched numerous race car databases, and found records of a Renault-based special that had raced in California at a number of sanction events. These included events at Bakersfield, Glendale, Palm Springs, Torrey Pines, and others between 1955 and 1958. Also of great importance, in these event records, was the car's competition number, which in this case, was either '45' or '145' depending on the race. Through Joel's work, he was able to confirm the identity of the car, the builder of the car and the owner. Dale Halliday built the custom one-off Renault race car in 1954 for Dr. Paul Winters and it first debuted at a Southern California raceway in January 1955 as the "Halliday Special." The tired old Renault race car was starting to get pretty interesting.

With photos in hand, I began forensically examining them, and trying to determine what was, and what was not Renault. I quickly concluded that while the engine was from a Renault 4cv, both the intake and carburetor were not stock, as well as the water pump which appears to be driven by the generator. However, the most interesting point in regards to the power plant, is that it is not mounted longitudinally, but transverse. As Renault didn't build their first transverse mounted model for another generation, the transmission has to come from either a Goliath, Goggomobil, or a Lloyd. While I am not certain, my guess is, that it comes from a Goliath.

Most apparently Renault, are the wheels, the five lug, star pattern wheel was used on Renaults until 1957. Also, while it appears that the front suspension is primarily from a 4cv, the rear suspension is like nothing I have ever seen on a Renault. For that matter, it looks to be well ahead of its time. In fact it looks fairly similar to something Colin Chapman came up with six or seven years later. Regardless of the origin of the design, it certainly is a very well-made period racer, I would guess its biggest problems would have come from the Renault engine, which was underpowered and prone to overheating.

Also worthy of mention, in Joel's original images the car has some type of fin at the rear. At first glance, I thought it a strange location for an air intake. But after studying the images, I do believe that is what it was intended for. More than likely it was used for the carburetor and not the radiator, due to the fact it is not present in the later photos when the car is yellow. As for the radiator, I believe it was also mounted behind the motor at the rear of the car, but it must have been cooled from air traveling under the car.

By this point, Geoff and Joel, had made significant





progress in finding out the car's history. Most importantly it was built by Dale Halliday in Long Beach, California. Its first time in competition in January of 1955, it won its class at Bakersfield, which was H Modified and finished 8th overall. They also determined that car had been driven by Dr. Paul Winter, and it appears that the doctor was the only driver to compete in it during Halliday's ownership.

So with the information at hand, the duo went back to the same racing databases, trying to determine historically where this car stood. While a number of Renault 4CVs had competed prior to the Halliday Special, both in California and on the East Coast, it is the first purpose built post-war Renault race car in post-war America. Its construction utilized a custom-built space frame with Renault (4CV) power, Renault front suspension and a number of other Renault parts.

By the end of 1958 race season, the Halliday/Winter team appears to have been ready to part with their Renault Special. John Horton recalls going to look at the car. He actually almost bought the car. He believes it was either in 1958 or 1959. The car was red at the time. He met Dale Halliday, at his shop, which at that time was located in Long Beach, California, on Redondo Blvd just north of the Pacific Coast Highway.

While it is not certain who the next owner became, sometime after 1958 it was in the hands of L.T. 'Red' Caruthers, when a young mechanic named Jack Gesler, from Anaheim, had convinced Caruthers to let him race it. At that time, he picked the car up from Bill Stroppe's shop in Long Beach. Stroppe had tuned the car and by this point it had two carbs/exhaust setups one for shorter races and the other for longer events. Gesler also mentioned that the car was left hand shift, another point that shows the quality of the build. He stated that summer he painted the car pearl yellow, with some paint he also received from Caruthers. At the time he was not old enough to compete in SCCA, but he had competed with it at various autocrosses and shown it at some local car show. During his time with the car, the suspension had folded up on him twice (most likely the independent rear suspension), so he parted ways with the little Renault Special.

The reason I am certain that it was after 1958, is because that was the year that SCCA began requiring roll bars, and in a photo Jack shared with the car painted yellow, it had acquired a roll bar. Also of note, Jack Gesler said he had licensed it and driven it on the street - California black license plate FMX 595. So even though it was clearly built for racing, it

had lights, so it may have very well been street legal at that time.

Our hope is that we can get in touch with some of the family and friends that were associated with both building and racing the car, and that by sharing this story with Hemmings readers that a connection might be made. So far we only have one photo of the car from Jack Gesler and an image from the film that Joel Driskill's research yielded. Hemmings readers have helped us before with Geoff's 1969 Asteroid Show Car and Ray Cannara's wedge car. We'd be excited and honored if they can do so again and the story on this neat little Renault race car can become more complete. 💎

**References:**

**Race Results:**

<https://www.racingsportscars.com/type/results/Halliday/Special.html>

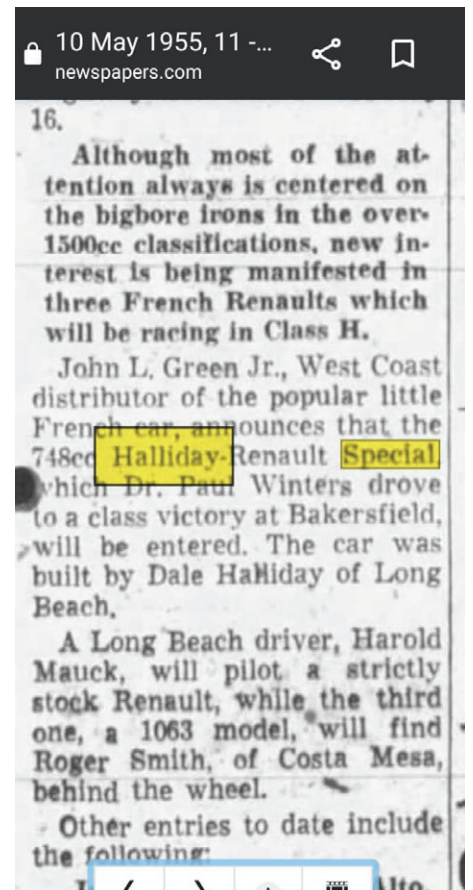
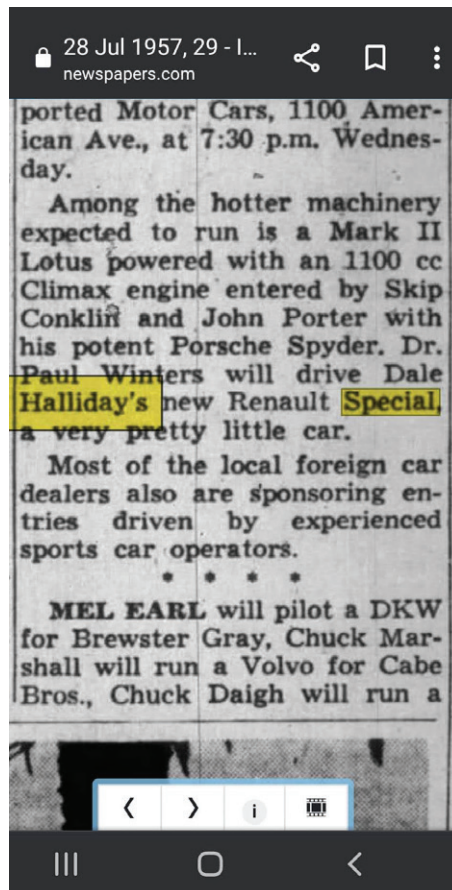
**Photos and vintage articles:**

<https://photos.app.goo.gl/oS5beQCKsRcaUtwm6>

**Youtube (The Driskill Archive):**

1957 Paramount Ranch (9:28 minute film, car appears at 8:27)

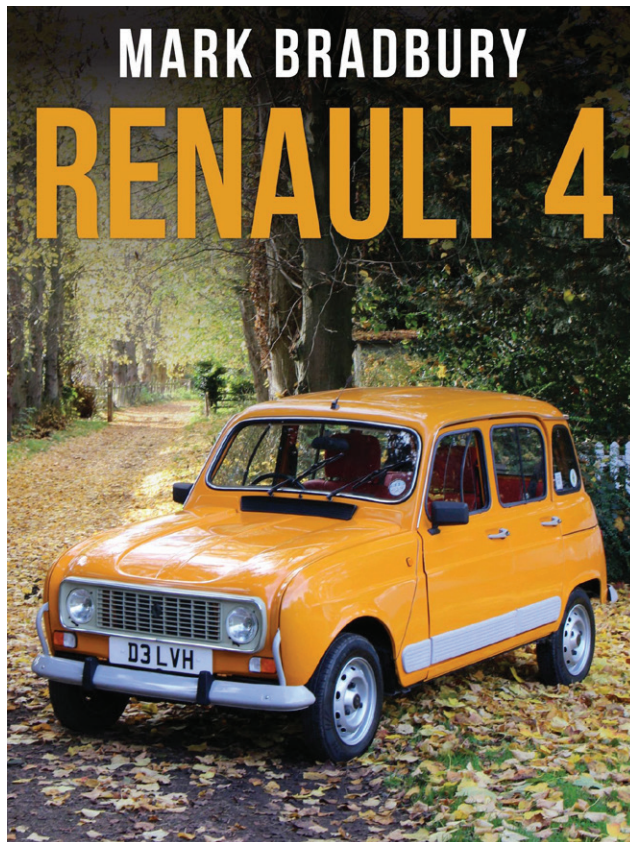
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## New R4 Books

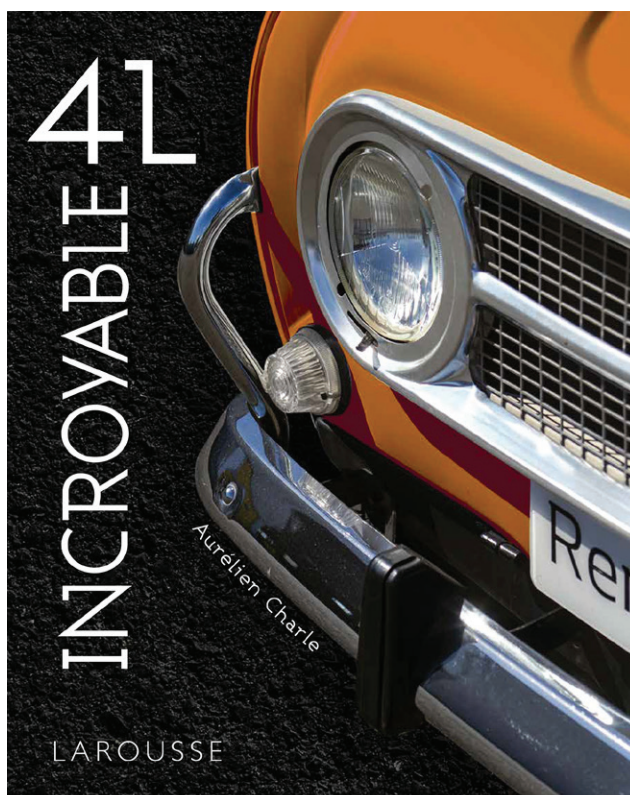
by Tom Bruinink



The British author Mark Bradbury has written a beautiful book about the R4. The 96-page Renault 4 is published by Amberley Publishing. Mark himself owns an orange 4 GTL from 1986, which also graces the cover of his book.

Mark is very active in the classic world. He is a member of the Society of Automotive Historians in Britain (SAHB), the Renault Classic Car Club, the Renault Car Club and Renault 4.co.uk; a very active website and forum. In addition, Mark is a volunteer at the British Motor Museum in Gaydon, Warwickshire.

Available to order on Amazon and from Amberley, among others, under ISBN 1398113352. As paperback and eBook. We would opt for the first option and give Renault 4 a prominent place in the bookcase. 💡



French editor Larousse published a nice book about the Renault 4. "Incroyable 4L" is written by Aurélien Charle. This French author has previously written books about the Fiat Panda and Peugeot 104 and several titles about Citroën. Now he made a beautiful book about the iconic Renault 4.

It can be ordered via the internet [www.livre.fnac.com](http://www.livre.fnac.com). The volume has a size of 23 x 28 cm and contains 192 colorful pages. It should not be missing from your bookcase! 💡

Photographer and graphic designer Roel Siebrand is obsessed with classics. A disappearing phenomenon in Amsterdam. He recorded the classic cars in the monumental book "Canal Classics." According to figures from the municipality of Amsterdam, there are still about a thousand classics. But maybe there are still a few thousand in the dozens of parking garages in the city.

Photographer Roel Siebrand captured almost all of the cars parked on the street on the sensitive plate. He won't shoot until he can put the car on it like a trophy. The car should separate from the background. No other cars are allowed in the picture. Something that doesn't happen often in a busy city.

The classic is about to disappear from the streets in Amsterdam. There are always new measures to ban cars. The last is that you cannot get a parking subscription for a classic. And that's a shame. They are private museums on wheels, which are maintained with love. You should not discourage it, you should subsidize it.

The beautiful book "Canal Classics" is for sale for € 24.95 through the better Amsterdam bookstores and through [www.zoabmagazine.nl](http://www.zoabmagazine.nl) 💡

After publishing the booklet "La 4L, La Popular" a wonderful work, which hit the market last year, Idées Plus have launched a new series of books about the famous Nationale 7, which is the 'route des vacances' to the south of France.

Between the start of the serie and spring 2021, the series "De Paris à Menton" will include no less than seven titles. The wonderful books will contain many nice drawings of Renaults from the sixties and seventies.

Franck Coste, one of the authors, is so kind as to show RENAULT NEWS some more of the richly illustrated content. The booklets are available at [www.ideesplus.fr](http://www.ideesplus.fr) at the very attractive price of 14 euro (excl postage) and they must surely be a 'must have' for every classic Renault lover! 💡



# In Miniature – Solido and Majorette News

by Tom Bruinink



The famous French company **Solido** has launched some nice new Alpine A110 models and the Alpine A522 Formula 1 racer in 1/18 scale. Also the R21 2L Turbo and R5 Turbo Europa Cup is now available. It is the black New Man sponsored car of Jean-Paul Belmondo, son of famous actor Paul, who competed in this R5 Turbo in 1984.

Sister company **Majorette** launched nice 3 inch models of the legendary Dacia 1300. Dacia started production of the 1300 in 1969. This mytique model stayed in production till 2004. The orange version of Majorette will appear in the vintage range. For the Romanian market they will make several versions of the Dacia 1300 and a special gift pack which include five different cars. During 2023 there will follow a Renault Clio 16V phase 1 and R12 3 inches too. 💎



# 100 Renault Expresses for Ukraine Police

by Tom Bruinink

**R**enault provided last year 100 Dusters for various needs of the Ukrainian national police. More recent another 100 Renault Express were handed over. This event represents a great pride for all Renault Ukraine employees who did their best to continue new cars deliveries during the war with Russia.

Despite the violent attacks of Russian forces, a big part of the Renault dealers are still operational with only a fall of 27% in sales related to the pre-war 2021. Renault Ukraine Commercial Director Irina Gon and Customer & Service Director Roman Afanasyev were very kind to provide us this exclusive picture. 📷



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