

# Renault News

**84**  
**Summer**  
**2007**



The 4CV that Stole the Show

## In this Issue

New Members . . . . .	2	Ken Dewitt's Unique Collection . . . . .	15
Carlisle 2007 . . . . .	3	More New Models from Renault Sport . . . . .	16
Profile of DeWayne Ashmead . . . . .	5	The 4CV that Stole the Show . . . . .	17
Ode to the R10 . . . . .	6	"It's a 4 CV" . . . . .	20
Huixquilucan 2007 . . . . .	7	The Shark . . . . .	24
Paris to Madrid 1903 . . . . .	11		
Renault-Bonnet Missile . . . . .	14		

## Renault Owners Club of North America

[www.RenaultOwnersClub.org](http://www.RenaultOwnersClub.org)

[www.RenaultClub.us](http://www.RenaultClub.us)

Email: [info@renaultownersclub.org](mailto:info@renaultownersclub.org)

Established in May, 1991, La Jolla, California, USA

Founder: *Howard G. Singer*

Vice President/Club Liaison	Jesse Patton
Membership Secretary	Jacques Lynn
New Member Secretary	Ray Dietz
Online Membership	Marvin McFalls
Treasurer	Sharon Desplaines
Editor of Marketplace	Kurt Triffet
Editor of Renault News	Marvin McFalls
Publisher	Triffet Design Group
Editor of Members/Cars List	Stephen Lombardo
Webmaster	Kurt Triffet
E-mail News Producer	Kurt Triffet
Librarian	Michael Muller
Discussion Forum Moderator	Michael Heather

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

US\$15 for 1 year online membership: worldwide

US\$20 for 1 year postal membership:

U.S., Mexico & Canada only

Join online at [www.renaultclub.us/join](http://www.renaultclub.us/join)

Or send payment, along with details about your cars to:

Ray Dietz, 1250 Lanier Rd., Martinsville, VA 24112-5212

Tel: 276 638-8563

## Renewals-Registry Information and Address Changes

Renew online or mail payment to:

Jacques Lynn, 13839 Hwy 8 Bus., El Cajon, CA 92021

Tel: 619 561-6687

Email: [jacques@renaultparts.us](mailto:jacques@renaultparts.us)

## Classified Ads

Place ads online at [www.renaultclub.us/marketplace](http://www.renaultclub.us/marketplace)

Or mail brief ads to:

Kurt Triffet, 3333 San Luis St., Ventura, CA 93003

[webmaster@renaultownersclub.org](mailto:webmaster@renaultownersclub.org)

**Marketplace display ads available**

## Articles, Letters, Correspondence

Marvin McFalls, 4800 Ball Camp Pike, Knoxville, TN 37921

Tel: 865 357-0995

[editor@renaultownersclub.org](mailto:editor@renaultownersclub.org)

## Newsletter Production and Publishing

Triffet Design Group

[www.triffetdesign.com](http://www.triffetdesign.com)

[info@triffetdesign.com](mailto:info@triffetdesign.com)

Tel: 805 658-8646

## Back Issue Requests

Send US\$2 each issue to:

Michael Muller, 4907 Meridian Ave. North, Seattle, WA 98103

[m\\_muller@hotmail.com](mailto:m_muller@hotmail.com)

## Inter-Club Liaison, Club Correspondence

Jesse Patton, 52 Nicole Place, West Babylon, NY 11704

Tel: 516 669-2598

## Technical Advisors

**R5 Performance-Competition:** Bob Fogt, 1145 Orchard Pl., Mendota Heights, MN 55118-4119

**R8, Fuego, Medallion:** Don McLaughlin, 390 Linton Hill Rd., Duncannon, PA 17020 Tel: 717 834-4449

**4CV, Dauphine, R10, Caravelle:** Jacques Lynn, 13839 Hwy 8 Bus., El Cajon, CA 92021 Tel: 619 561-6687  
Email: [jacques@renaultparts.us](mailto:jacques@renaultparts.us)

**R16:** (vacant)

**R18:** Ray Dietz, 1250 Lanier Rd., Martinsville, VA 24112-5212 Tel: 276 638-8563

**Alliance, Encore, GTA:** Sam Stuckey, 8544 Norris Lane, Knoxville, TN 37938 Tel: 865 922-2236

**Premier (Eagle):** Chris Davidson, 3615 E. 28th St. Highland 92346 Tel: 909 862-4780

**American Alpine A-310 Club** Representative  
Brad Stevens, 4652 Maiden Lane, Canandaigua, NY 14424  
Tel: 585 394-3265

## Alpine Renault Registered Owner's Association

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108

Tel: 815 455-1944

**R5 Turbo Club** Representative

Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403  
Tel: 818 981-6595

**[www.RenaultClub.us](http://www.RenaultClub.us)**

Summer-2007 Member's Only section:

**Username: tiburon**

**Password: 1133**

### **May 2007, New Postal Members**

Rose, Jr., Ira S., 1317 Old Van Vleck Rd., Bay City, TX, 77414

### **May 2007, New Online Members**

Beetham, Michael, 101 Suffolk Place, Chapel Hill, NC 27516  
mikbeetham@yahoo.com

Bignell, George, PO Box-389, Savona, British Columbia, V0K 2J0, Canada george@auroratechnical.com

Blohm, Steve, 6200 N. Hwy 85, Sedalia, CO 80135  
stevenblohm@peoplepc.com

Brown, Bernard 35 Keithleigh Gardens, Pitmedden, Ellon, Aberdeenshire, AB417GF United Kingdom  
bernard.brown@pitmedden.co.uk

Cutting Jr., Phillip, P.O. Box 5443, Pasadena, CA 91117  
okipa@earthlink.net

English, Joe, Group 2 Motorsports, 4442-B 27th Ave West, Seattle, WA 98199 joe@group2inc.com

Jensen, Paul, 115 S. Moen, Greenacres, WA 99016  
Greboguru13@yahoo.com

Lombardo, Stephen, 4427 Ashford Drive, Dallas, TX 75214  
CTGY2000@aol.com

Pearce, Jeff, 295 E. 1150 N., Harrisville, UT 84404  
jjautobody@networld.com

Peaslee, Jeffrey, 96 Rocky Hill Road, Somersworth, NH 03878 jeffjpeaslee@msn.com

Peta, Christian, 24 Main St. P.O. Box 263, Old Mystic, CT 06372 chrispeta@hotmail.com

Rhodes, Daniel, 2400 Jasper St., Philadelphia, PA 19125  
basqueboy@comcast.net

Stone, Edward, 71 Soledad Dr., Monterey, CA 93940  
stonebird@aol.com

### **May 2007, Renewals**

Carrera, Alberto	Moskowitz, Terry
Dietterich, James	O'Brien, Edward
English, Joseph	Prew, Major
Erne, Michael	Reimnitz, Blayn
Gipe, Michael	Richard, Marc
Hickok, Richard	Scali, Ian
Integrated Solutions	Scherer, Chris
Jean, Roland	Steichen, Don
Johnson, James	Taxman, Art
Kish, Robert	Trickett, Louis
Marresse, Damian	Williams, Joe
Morgenthaler, Alexander	Wolfe, Vance

### **June 2007, New Postal Members**

Finney, Carey, P.O. Box 7, Webbers Falls, OK 74470

Logan, Eric, 12 Wake Robin Road, Westport, CT 06880  
ericlogan@hotmail.com

Reynolds, Ken, 3804 Amer Court, El Dorado Hills, CA 95762

### **June 2007, New Online Members**

Atkinson, Clive, 63A Alexandra Crescent, Bayview New South Wales 2104, Australia clive1505@westnet.com.au

Chattin, Daniel, 1526 N Main Rd, P.O. Box 680, Otis, MA 01253 hyper@bcn.net

Daniel, Mark E, P.O. Box 406, Clinton, AR 72031  
junkmeister1@yahoo.com

Estrada, Sergio, 2885 Greenhaven, Brownsville, TX 78521  
sestradar@yahoo.com

Fitzgerald, John, Lates View, Raheen, Tullaroan, Kilkenny, Ireland 190E@EIRCOM.NET

Gray, Tommy, P. O. Box 9905, Birmingham, AL 35220  
Tgreliable@aol.com

Laucius & Associates, Thomas A., 5718 Westheimer Ste 940, Houston, TX 77057 toml@lauciuslaw.com

Logan, Eric, 12 Wake Robin Road, Westport, CT 06880  
ericlogan@hotmail.com

Mitchell, Kenneth, 452 Campbell Ave, San Francisco, CA 94134 kenmit3@pacbell.net

Saeter, Ola, Sukkertoppen 12, Kongsberg, N-3612 Norway  
osaet@online.no

Vogel, Paul, 548 Summit, Barrington, IL 60010  
letube@mac.com

Wardy, Amen, 3535 E. Coast Highway, Suite 363, Corona Del Mar, CA 92625 awardy@att.net

### **June 2007, Renewals**

Baker, Bob	Larson, Daniel
Brown, Britton	MacMillan, Cameron
Cavenee, Lonnie	Majer, Paul
Grantham, Brandon	McCarthy, Steve
Heinzman, Wilbert	Peacemaker, John
Herrera, Jose	Strus, George
Karlsson, Karen	Weeks, Hank
Kling, Gerald	Wischkaemper, Mary
Krantz, Robert	Yoshikawa, Shin

### **July 2007, New Postal Members**

Nishonian, Happy Hank, 17382 Brady St., Redford Twp., MI 48240

### **July, 2007, New Online Members**

Clark, Robert 3850 Burns Road, Palm Beach Gardens, FL 33410 gtrv@juno.com

Johnson, Brian 1023 E. Jefferson Pike, Murfreesboro, TN 37130 xenafan4ever@bellsouth.net

Krajcovic, John, 628 Clare Ave., Welland, Ontario L3C3C1 Canada jfkrajcovic@sympatico.ca

Mattos, Mark, 8535 Loretto Ave., Cotati, CA 94931  
misty.mattos@comcast.net

Meyers, Jerry D., 14350 SW 22 Ave., Beaverton, OR 97008  
conmeyers@verizon.net



Sy, Philip, 2371 Rollingwood Dr., San Bruno, CA 94066  
auto-plus@sbcglobal.net

Wade, Joseph elsinoresam444@yahoo.com

Yodis, Matt, 17019 S. Bradley Road, Oregon City, OR 97045  
ticketseller@mac.com

## July 2007, Renewals

Amador, Agustin  
Bourque, Jacquelyn  
Campbell, Billie Lee  
Edwards, David  
Garbani, Jean-Pierre  
Hunter, Bruce  
Manickchand, Ryan

Mc Cullough, Kim  
Miller, Herbert  
Moskowitz, Terry  
Snead, Parker  
Sorrels, Kenneth

## Carlisle 2007

*By Don McLaughlin*

The run up to the Carlisle Import Kit Car Nationals was somewhat strange this year. It didn't feel as if we had done as much promotional work and there were a lot of conflicting demands on our attention. As usual we had breakfast at the Middlesex Diner but attendance was reduced from previous years. As usual I had gotten all enthusiastic Saturday morning and was there an hour early. After breakfast the day turned out to be just about perfect. I had already registered so I just drove straight in and was greeted by a rather surprising abundance of Renaults.

As I drove up Brian Shannon was just climbing out of a beautiful R5 Turbo. His charming wife was also a Renault enthusiast and has the R8 Gordini on her short list of cars she would like to acquire. A very original R4 drove up with Less Woods at the wheel. Ray Dietz was back with his very nicely restored R18i Sportwagon and Mike Cotton brought his R16 daily driver. A walk up into Citroen country turned up a very well restored 4CV brought down from Canada by Christopher Stowell. He also brought his Citroen Maserati and said the Renault attracted more attention. This is not surprising as there were two other C/Ms there and his Renault was far and away the nicest 4CV ever to appear at Carlisle. There was also a black Turbo Fuego and a white Medallion from Barry Timmons.

As usual there was a strong contingent of AMC Renaults. I brought my hit GTA and John Vogler brought his nicely redone silver car. There were three convertibles, two in red from Barry Timmens and Mike Gipe and a diamond in the rough in black. There was no name on his card so no credit can be given. Lloyd Mathis brought an astoundingly nice black GTA. It was a low mileage car that was then redone to better than new standards. He also has timing pulleys for 2.0 engines for reasonable prices considering their rarity. I'm not sure about his theory on timing belts, however.

Shortly after 1:00 we had our concours d'elegance and the results are as follows. First went to Brian Shannon for his R5 Turbo, Second to Less Woods for his R4, and Third to Lloyd Mathis for his GTA.

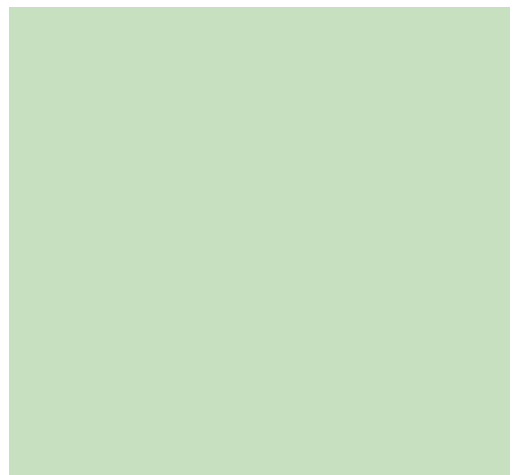
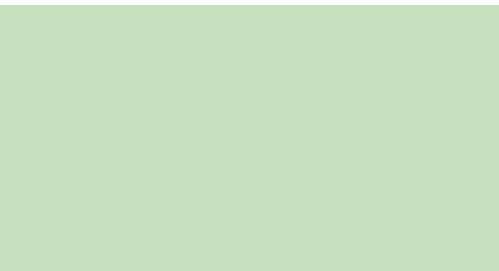
Honorable mention went to Christopher Stowell for his 4CV and Ray Dietz for his Sportwagon. ●







## Carlisle Import Show 2007





# Profile of Dewayne Ashmead

Courtesy Utah Daily Herald

**D**r. H. DeWayne Ashmead has always liked cars. Learning to drive at the age of 13, he acquired his first car a year before his driver's license. He customized that first car a 1950, Mercury, as was the fashion in the 1950's and raced it at the drag strips.

While his love affair with the automobile did not abate, college, marriage and children forced him to become more practical. It was only after his children started moving away from home that Ashmead returned to what he refers to as "toy cars".

In the late 1980's he purchased a 1970 Mercedes Benz 280 SL. He later learned that his car was very rare. It was one of only 288 equipped with a ZF 5 speed transmission. That coupled with the optional alloy wheels and cassette tape deck probably made the car, one-of-one.

Ashmead never intended to collect cars. One car just led to another which led to another, pretty soon they were just following him home. He is particularly interested in rare sports cars and his collection, which numbers approximately 50, reflects that.

He particularly enjoys seeing his toy cars restored to perfection and takes great pains to make certain everything is done just as the factory would have done it. According to Ashmead, "That requires research, research, and more research. For example, one would never put chrome on a car produced before 1928. Chrome plating was not invented until that year. Bright metal would have been brass or nickel." Or, "Bolts with modern markings should never be found in antique cars." One can see his philosophy in his recently restored 1932 Auburn boat-tail speedster. Originally the silver paint on the car contained ground up fish scales to make it pearlescent. Ashmead and his restoration people experimented with dozens of paint formulas before they finally duplicated that now obsolete paint. Further he searched across the United States to find period bolts with the correct factory markings. Each bolt was literally restored before being installed in the car.

Ashmead's restored cars are works of art. They were featured in BYU Museum, in the "Art on Wheels" display a few years ago. He is invited to exhibit his cars at the major automotive concours d'elegance events throughout the United States where he competes with multimillion dollar automobiles for prizes and wins. Many of his cars have been featured in automotive magazines.

The oldest car in his collection is a friction drive 1912 Metz Roadster. It has been selected as the subject of an automotive poster and program cover at a major car show in Detroit this year.

Ashmead's youngest car is a 1993 Cadillac Allante which was a one year offering with the Northstar engine. It was designed and built in Italy before being shipped to the United States where the motor and transmission were installed by Cadillac.

In between those two extremes Ashmead has sports cars from the teens, the 1920's, including two one of a kind cars, the 1930's, 1940's including a sports car that set a land speed record on the Bonneville Salt Flats, the 1950's, 1960's 1970's and 1980's including a DeLorean with 318 miles on it.

When asked which automobile is his favorite, Ashmead responded, "The car I'm driving. Each car has things about it which are unique and attract me to it. It is like asking which child is your favorite. You love them all for different reasons."

*Editor's Note: For those of you who aren't familiar with Dr. Ashmead he is a long time member of our club, and he owns a perfectly restored Renault Caravelle among the many other cars in his collection. He has been a contributor to the Renault News for many years, so I thought this would be a way to get to know him better. ♦*



# Ode to the R10

By Lawrence Richmond

**F**ait Attention! Has not the world for far to long sung the praises of the humble and homely Volkswagen? It economy of purchase! We have been told. Its superior gasoline mileage! Its ease of maintenance! Its agility in parking! Its introduction to the marketplace assured by progressive socialist governmental influence, to facilitate the uplifting of the working class, and establish its dignity! How, then, could such a remarkable record of accomplishment ever again be repeated—to say nothing of being eclipsed?

Alone among far-sighted thinkers of the world, engineers nurtured in the spiced wine of liberty, free enterprise, and the glory of France introduced the world le Renault Dix — the Renault 10.

It has four-doors, for ease of access to the rear seat. Do you raise livestock? A three-wire, one hundred pound bale of quality alfalfa hay will ride comfortably on the back seat. Pop out the rear seat cushion, and a one hundred pound (23 gallon) cylinder of propane is transported. But mon Dieu! Even were it possible, and it is not, to load such freight into an inferior, two-door, drum-braked Wolfsburg Beetle, I as a responsible citizen of the Republic, would hesitate to place such a payload, plus two grown adult onto the public roads.

Have you ever looked inside a VW's luggage compartment? Would it hold a business suit even when folded in thirds? Perhaps. Yet the Renault 10's trunk is cavernous, and every cubic inch of it is readily accessible, and useable. I routinely carried a folding bicycle in mine. Alors! What should happen if the trunk latch should fail to be secured? With your Renault 10, the driver notes this circumstance immediately as the opening is right in front of the windshield wipers, the trunk cover is very thoughtfully hinged at the front. But the VW, alas! Its cover hinges at the back. The cover flies up, smacks the windshield, and so alarms the driver that a collision is unavoidable! Such a problem would never occur with a Renault 10.

This car, as the VW, uses fifteen-inch tires, but superior suspension design and weight distribution gives the owner attentive to such detail, upward of seventy-seven thousand miles per Michelin X.

We point out the rear engine, transmission, and fuel tank, which provide exceptional traction in snow, ice, and mud. The rear-mounted fuel tank provides a considerable degree of passenger safety, relative to the VW, in the unhappy event of front-end contact.

Then we note the Renault 10's four-wheel disc brakes, designed for efficiency. These cars stop when the pedal is



pushed, without complicated power-assist and ones that may fail -- and an uncommon ease of serviceability.

The fuel mileage meets or exceeds that of the VW, because of the Renault's more efficient power to weight ratio. The engine is liquid cooled, which precludes the cylinder head warping that is all too common a problem with air-cooled motors. To this benefit, we add as well that the cabin consequently has an effective hot water operated windshield defroster and heater, the latter of which has ducts to channel warm air even to the rear seat passengers.

Why are cars with these features not made today? Simple: By the time you pay the note on a new car along with the interest the financiers have usually made about half as much more what the car cost in interest and finance charges. By contrast, an inexpensive, efficient, and easy to maintain automobile is a guarantee of financial independence. Mes amis, it's a plot! To the barricades!

*Editor's Notes: I will agree with Lawrence about the trunk and rear seat storage abilities. I was able to load 500 pounds of gravel in my luggage compartment, and two motors in the rear seat, not at the same time. I really thought I would pop a tube. What an incredible versatile car. ●*



# Huixquilucan 2007

By Francisco Miranda

**O**n the weekend of April 21-22nd we assisted the XXI Gran Concurso Internacional de Elegancia that the Jaguar Club organizes. With approximately 500 beautiful cars of every make you can think of, makes it a very interesting weekend to spend with your family and friends. Fashion shows, musical concerts, special car celebrations, good food and drinks complement the event.

This year the Alpine Club Mexico was present with the following cars:

Renault R8G Alberto Gironella  
R5 Turbo II Juan Bosco Maldonado (from Monterrey, NL)  
Alpine A110 Alberto Gironella  
Renault R8S Tomás Marin  
Dinalpin A110 Adrian Duarte  
Dinalpin A110 Carlos Cadena  
Alpine A110 2L Juan Antonio Calvillo  
Renault Dauphine-Gordini Francisco Miranda  
Dinalpin A110 Edgar Arreola  
Dinalpin A110 Cabriolet Eduardo Wolf  
Dinalpin A110L GT4 Alejandro Cortés  
Renault Fuego Angel Espinosa  
Dinalpin A110 race Angel Espinosa  
Renault Etoile Filante Alberto Gironella

We make a special mention on the return of the Etoile Filante to Mexico City, after spending a season at the Le Mans Museum in France. The organizers of the event asked Alberto to park it at the area dedicated to cars of special interest. He was presented with a distinctive award. In our club's category, this year winner was Adrian Duarte with his original silver Berlinette from 1969; second place for Carlos Cadena, also with a 1969 red model and third place for Edgar Arreola (ex Roberto Wolf car) from 1966.

The French Automobile Group and the Gordini Sport Club, also showed very interesting cars, like the R5 Turbo. This car also belonged to Roberto Wolf two or three years ago. Miguel Cacheux did the paint job. Alejandro Cortés showed this R10 USA model in a very original state of conservation. We could find several differences in accessories installed in this car, compared to the Mexican or French models. Miguel Cacheux showed his other new acquisition: The 1963 Floride S with 1100 cc engine. He is the second owner and it is in great condition, even original paint and mechanical parts. He also displayed his R5 Alpine: A rarity here in Mexico.

On the social level, we had our usual amenities like prosciutto ham, Spanish tortilla, pastries, sandwiches, assorted refreshments, wine, etc. This year, even though the organizers advanced the date almost a month, we could not save ourselves from the rain, as both days we had a little. It was good for making the weather fresher, but a





nuisance to clean your car at least twice a day!

If you want to see some more pictures please visit the event's webpage on the Internet:  
<http://www.concursodeelegancia.com.mx/Site/galeria.asp>

Thanks a lot to our friends at the Jaguar Club and Promoclave for inviting us to this great event. ●





## Mexico: Huixquilucan 2007









# Paris to Madrid 1903

By Charles G. Proche

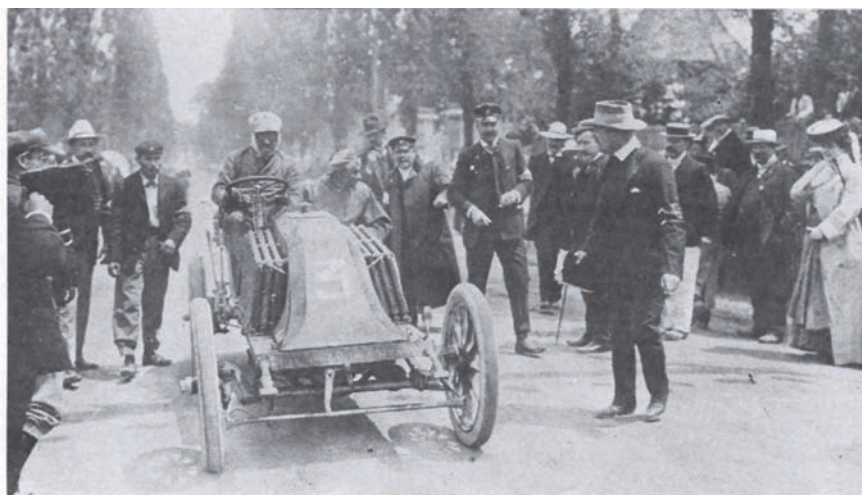


**W**hen L'Automobile Club de France decided in October of 1902 to stage a race between the capitals of France and Spain, its members did not know that the last chapter of the "town to town" motor racing was being enacted. It was argued that organizing such an event of 700 miles of open roads could be quite a problem, but on the other hand it was evident that, in the interests of the growing home automobile industry, a race of this magnitude was necessary to maintain the supremacy and the good reputation of French automobiles.

While all previous races had definitely emphasized pure international chivalry, this event eventually became a battle between the different manufacturers. The French had the utmost confidence in Panhard, Renault and Mors, their only serious competition being the new Mercedes from Cannstatt, which proved to be a remarkable vehicle in speed and road-holding.

It is interesting to note that today most forms of racing class vehicles by their engine displacement at the start of the 20th century it was by their weight. The vehicles were divided into three classes Grandes Voitures -- or large car 2200





Louis Renault, aboard a 30 hp Renault, arrives at Bordeaux, the race's end.

All of these cars were average more than 60 mph when they reached the first small town. Because the streets in the old French villages are quite narrow and winding each car was escorted through each town by a cyclist and the time which it took was recorded by time-keepers, stationed at each end of the city, on timecards carried by the competitors.

By the time the competitors reached Tours, some 46 miles from Versailles, Louis Renault had managed to move ahead of the pack. His 30hp Voiturette had a definite advantage over the one ton car with 70 to 110 hp. The Mercedes team just couldn't keep up the pace with the #3 Renault, which was timed on one stretch doing nearly 90mph. At Chateaudon,

pounds, Voitures Legeres -- or light car 1430 pounds and Voiturettes -- tiny car 880 pounds. Besides the weight formula the only other regulations were: a hood over the engine, and exhaust silencer and seats sufficiently trimmed

The French Government did not grant its approval until after King Alfonso had signed the decree allowing the second half of the race to be run on Spanish roads to Madrid. The final entry list closed on May 16th with 275 vehicles including 59 motorcycles. There was no qualifying trials, or safety inspections, so there were many drivers with no racing experience entered and, unfortunately, some vehicles which were unfit for such a difficult race.

The organizers selected May 24th for the start of the race, so that as many people as possible could come to watch the cars speeding along the dusty roads. However this proved to be a rather sad mistake. According to estimates, some three million people lined the road -- to many to be controlled by the local police and the military. More than 100,000 people arrived at the start of the race in Paris. At Midnight the first cars began lining up. Three shots from a cannon at 3:40 AM were a warning that the start was imminent, but it also was a signal for the crowd to leave the sidewalks and surge toward the center of the road leaving a narrow space for the cars to travel that stretched more than a mile long.

The first car to depart was Charles Jarrott in his 45 hp De Dietrich. Next was De Knyff on a large Panhard. The third car to depart with the now famous #3 on the hood was Louis Renault in the first of the light cars. Other notables participating in the race included Charles S. Rolls later of Rolls Royce fame as well as Henri and Maurice Farman who later built some of the best airplanes France ever produced. As well as Madame Camille du Gast, the only woman contestant. The fastest takeoff was performed by Werner in the #14 Mercedes. While Starting 84th was Gabriel in a Mors.



Barbarou on a Benz, with headlight brackets drilled to save precious weight.

Renault lead, followed by Jarrott, and Werner. But shortly there after Werner would pass Jarrott. At this point rough terrain started to take its toll on many of leaders. De Knyff had to stop due to a broken camshaft, then Werner joined the ranks of spectators when his Mercedes broke its rear axle. The car virtually disintegrated into dozens of pieces when the chassis dropped on the road. Luckily both occupants were unhurt.

Now with several of the top contenders out of the race Louis' brother Marcel who had started 39th had moved up to 5th. Madame du Gast was doing very well indeed, keeping her place behind the fast advancing Marcel. The last hope for the Mercedes team, Jenatzy, slowed down as his engine developed a fuel problem. When his mechanic dismantled his carburetor, a fly was found in it. That cost him so much time that he lost all hope of winning.

The real tragic chapter of this racing epic actually started when furiously driving Marcel Renault caught up with the fourth place car driven by Thery. While attempting to pass, Marcel, who did not see the multicolored flags indicating a curve, due to the wall of dust ran into a gutter and his car overturned twice. Marcel was mortally wounded and his mechanic was gravely injured. As the remainder of Renault team reached the crash site they tried to offer help to their

dying friend. Meanwhile three more drivers, two mechanics, three spectators and dog also had perished on this day.

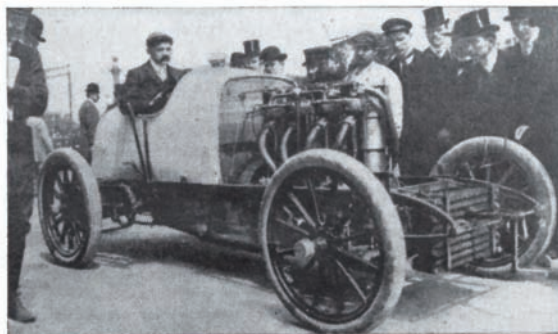
Louis, unaware of the tragedy, was way up front, chasing the fabulous driver on #168 Fernand Gabriel who overtook 79 cars. While all these tragic events were taking place, a great crowd was gathering at the finish line of the day at Bordeaux. It was at 12:15 when Louis Renault received an ovation as the first arrival, his time being five hours 29 minutes and 39 seconds, at an average speed of 62.3 mph. About an hour later the overall winner Fernand Gabriel arrived with a time of five hours 14 minutes and 31 seconds at average of 65.3 mph. Madame du Gast, who had spent considerable time at the side of the dying Renault, placed 77th. Altogether, 99 cars reached Bordeaux. The motorcycles didn't fair too well as only 15 of them finished.

Unfortunately the jubilant mood of the public turned to one of sadness and indignation when the news of many accidents was disclosed. As a result the French government ordered all the participating cars to be impounded and the race was stopped. While the Spanish fans were disappointed they realized that the bad conditions of the Spanish roads would have greatly increased the total number of

Fatalities had the race not been stopped.

This very race marked a turning point in racing, since then events on closed, better guarded circuits were sanctioned in Europe. The only exception was the Italian Mille Miglia. It is hard to compare the Paris to Madrid race to these later races that took place on closed paved roads however the speeds were comparable, making Gabriel's and Renault's average speed of over 60mph incredible. Especially since it was done on flimsy tires with no detachable rims or wheels, sun glare, the constant dodging of spectators and of overturned cars on the road, driving through a wall of dust when trying to overtake slower cars, highly ineffective brakes, all these adverse circumstances make us understand why racing drivers of that era deserve to be classed as heroes of a truly "Heroic Age."

*Editor's Notes: I hope everyone enjoyed this rare find by Jesse Patton, as a teaser to this story we included a few photos from the Paris to Madrid race in issue #81. You can look forward to more of these Sports Car Graphic classics in the future. ●*



PHOTOS: DAIMLER-BENZ — MICHELIN TYRES — RENAULT & ECURIE D'ANCETRES DE L'AUTOMOBILE



Louis Renault pulls into a checkpoint. Bicyclists were used to lead the cars through the villages along route.



# Renault-Bonnet Missile

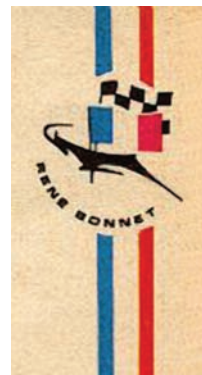
By Bernard Cahier

**P**anhard and Rene Bonnet have officially announced their separation, which means that the Deutsch Bonnet car will no longer be using the Panhard engine. Also Mr. Deutsch, who is the "D" in DB is no longer working with Rene Bonnet and the cars which Bonnet is intending to manufacture in the future will be called "Automobile Rene Bonnet." Whatever the reasons are for the split up between Bonnet and Panhard (an engine which Bonnet had really developed to its limits in competition), the most interesting aspect of this affair is that Rene is in the process of making an agreement with Renault and this agreement not only covers special competition cars but some model of GT cars using Renault components.

In a recent visit to Bonnet's place I was able to see and photograph the new "Bonnet Renault Spider," which should appear in the upcoming 1000Km Nurburgring race, if not at the Targa Florio, both in May 1962. When I took pictures there, the twin-cam engine made by Gordini for Renault was not ready yet and the chassis was fitted with the new 950cc "Super Dauphine" engine (with five main bearings crankshaft and new head), which will be used in the new Caravelle S.

Bonnet and Gordini seem quite confident about their new twin cam engine, which will be produced with a range in displacement from 750cc to 1100cc, depending on the type of race in which this car will be entered. Although the engine is not ready, the chassis and body of the spyder are well advanced and it looks like a very interesting car. The Chassis is multi tubular with a central very rigid main section, and weights 44 pounds. The engine is installed in front of the rear axle, rather than behind as in the production Dauphine, and a new five-speed gearbox has been especially designed by Bonnet for this car.

The front suspension is independent with upper A-members and single lower arm. Long coil/shock units are used, as is rack and pinion steering. Likewise independent, the rear suspension has "reversed" lower A's, long double trailing torque arms and coil/shocks. The car that will be called the "Missile," is very low with an overall height of 31 inches. Its overall length is 149 inches and the wheel-base is 90 inches. Thirteen-inch wheels will be used and fully equipped the car should not exceed 900 pounds. Disc brakes will be used and, thanks to the very good streamlining of this car, Bonnet hopes that the Missile will be able to reach 125 mph with a 750cc engine, which is really remarkable performance if it can be done, and should put this car in very good position in its class. The first racing appearance of the Missile will be watched with much interest, due to the immense racing experience of Bonnet and Gordini, and also because Renault will be supporting it. ●



**AUTOMOBILES RENÉ BONNET**  
sportives et confortables

○ **missile II**  
● **Le Mans**  
● **djet**

Une 2 places 5 cv offrant les performances d'une "grand sport" "traction avant, économique et de grande sécurité.  
Une sportive 2 + 2 de grand prestige, traction avant. Rapide, nerveuse, luxueuse, confortable.  
Révolutionnaire par sa conception mécanique et ses lignes. Des performances étonnantes.



# Ken Dewitt's Unique Collection

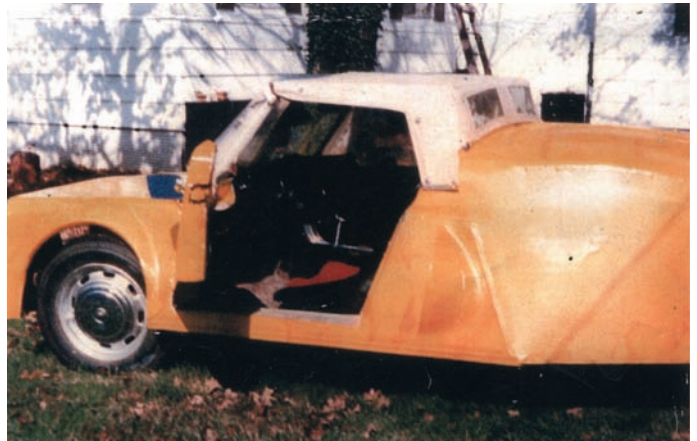
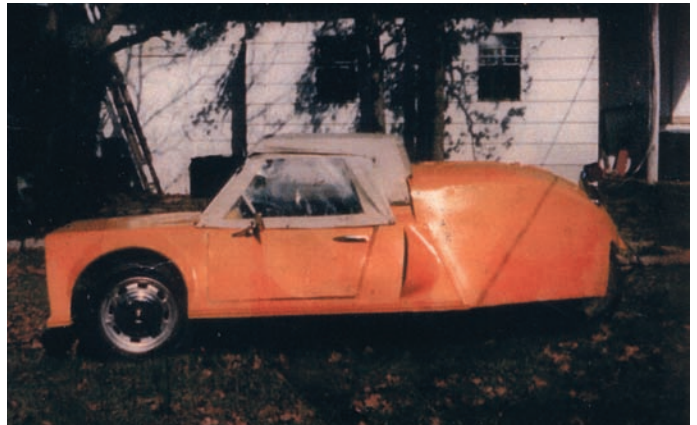
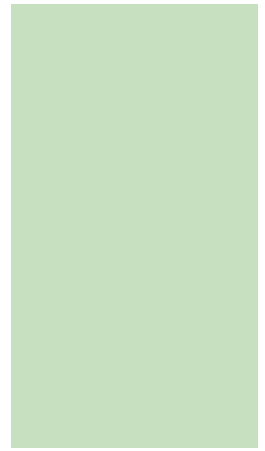
By Marvin McFalls

I must admit I thought I had seen it all. But Ken has found more uses for a 1964 R8 his daughter wrecked way back in 1966. Ken is from the generation known as Builders and he definitely lives up to the name. He took the front end he salvaged from his daughter's R8 and began building a car around it. In the end it turned out to be a two door with the body made mainly from a small pickup camper and a vinyl top with matching doors with clear plastic windows similar to a Jeep. The rear cover has scoops to pull air into the 1978 Honda K motorcycle engine. Making up the engine lid Ken used a hood from a VW beetle, and metal sides were constructed to complete the rear of the body.

The taillights attached to the VW hood came from a Honda motorcycle. The right side scoop has an oil cooler behind it. Inside the cover are two fans to blow air onto the engine while idling. The four mufflers can be seen below the engine cover. In the front of the taillight a door opens from the top to put gas into the tank.

The grill was stolen from Ken's wife Bennie's deep freezer. It unhooks and gives you access to the spare tire, but to this point Ken has never had to access it. If you look closely you can see that the wheels were also used from the original R8. The headlights and turn signals Ken salvaged from an old Mustang. Inside the car it has two bucket seats and a center shift lever. He also made the windshield for the car. To my knowledge the only part Ken had to buy for this vehicle were the outside mirrors. He mentioned that you could pick them up at any parts store.

Ken is obviously an excellent fabricator, because the State of Oklahoma approved his vehicle worthy to be driven on any roadway. If you ever find yourself in Newalla don't be surprised if Ken and Bennie cruise by in the bright yellow R8 in slight disguise. However like all the other unique Renaults we report on Ken needs to come up with a name for this unique vehicle. If you have any ideas, let me know. ●





# More New Models from Renault Sport

By Marvin McFalls

In our last issue we introduced you the Megane GT and the Megane F1 Team RS 26. Now Renault introduces the Mégane Renault Sport dCi: high on performance, low on running costs. The launch of Mégane Renault Sport dCi sees Renault complete its range of sporting cars with the addition of a high-performance diesel. Aimed at drivers who relish everyday driving, the Renault Sport Technologies-developed Mégane Renault Sport dCi will also appeal to those who appreciate reasonable running costs. Its 2.0-litre common rail 175horsepower diesel powerplant is more than respectable. While in keeping with Renault Sport tradition it comes with a standard chassis package that is very respectable on the street or if you prefer the more complete package there is also an optional Cup Chassis. It also features six-speed transmission, Brembo brakes and a Electronic Stability Program along with the 5 Star crash rating that Renault has long set the standard with. Overall the Megane RS line is now complete.

If you are into Renault Sport, but Megane isn't your first choice there is good news out of Dieppe. Renault is proud to introduce two new Clio Renault Sports.

First is An outstanding car dedicated to sheer performance, passion, and driving pleasure, this special edition of the Clio Renault Sport is exclusive in style, while handling very much like a sports car thanks to technological solutions borrowed from the world of motorsport. Clio Renault F1 Team R27 boast a Cup chassis that gives it an even sportier feel with higher precision. It is powered by a 200hp 2.0litre 16 valve engine. The Clio Renault F1 is the perfect vehicle for celebrating Renault's back to back Formula One World Championships.

Besides all the performance modifications it also features Recaro bucket seats, side airbags and the all new Sirius Yellow paint and the exclusive Renault F1 graphics similar to its big brother the Megane F1. If yellow isn't your color it is also available in Metallic Black or Grey and non metallic Red and Blue.

If you are looking for more refinement in a small sports car, Renault is also introducing the Clio Renault Sport Luxe: Renault is marketing a version of Clio Renault Sport to meet the demand from customers looking for a vehicle that combines high performance, comfort, refinement, and safety. Clio Renault Sport Luxe boasts standards of performance and charisma on a par with its predecessor Clio Renault Sport. It offers a wide range of equipment like leather upholstery, 17-inch diamond wheels and chrome exterior features. It comes in the same colors as the Clio F1 except for the Sirius Yellow.

Finally if you already own a Megane or Clio there is good news. In early April 2007, Renault Sport Technologies is launching a line of accessories that will enable customers

to strengthen the exclusive, sporty personalities of their cars. Intended chiefly for enthusiasts who wish to customize their vehicles, some products can be adapted to all models across the Clio and Megane ranges. This reminds me of the Renault Boutique Brochures I used to drool all over back in the 1980's. ●



# The 4CV That Stole the Show

By Christopher Stowell

I have to start my story by telling you about how I came about acquiring my 4CV. In 2006, at the Carlisle Import Kit Nationals, my wife and I brought our 1968 Citroen DS chop top to the show. While there, we met a gentleman that deals with French cars, and he was really impressed with the restoration I did on the DS. He asked us if we would be interested in a 1972 Citroen SM that he had. Long story short, we bought the SM the following week. Upon finishing the restoration of the SM, we sent pictures to this gentleman. After receiving the pictures, he was even more impressed, and told me he had another car for me. This car turned out to be a 1961 Renault 4CV.

I discussed with my wife about buying this car, and we decided to restore it and sell it. But, upon seeing the car when we went to pick it up, we both knew she was for us.

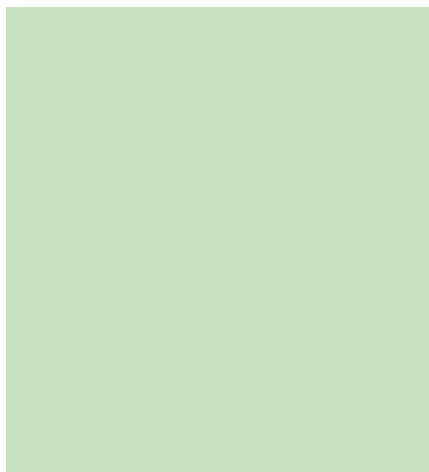
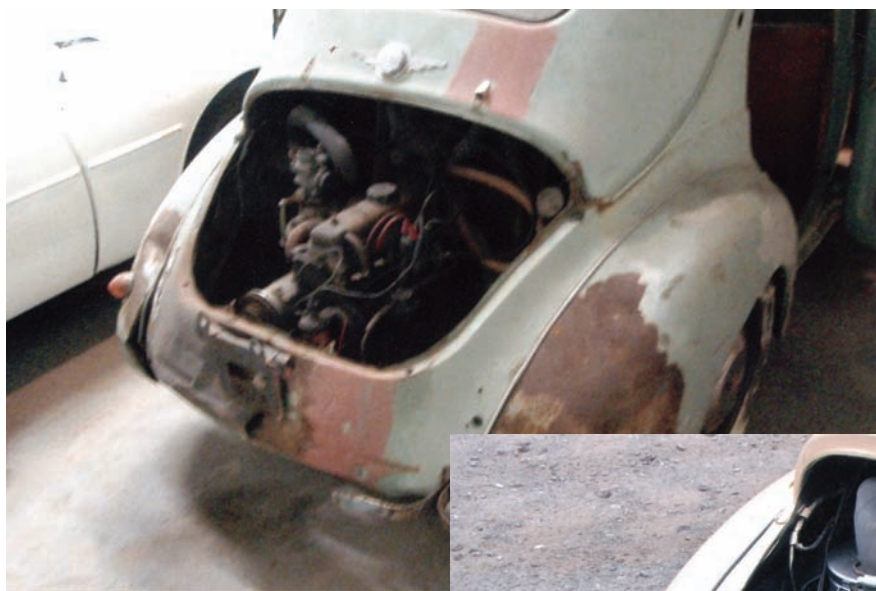
Knowing the Carlisle Import Kit Nationals were coming up in May of 2007, my goal was to have both the SM and the Renault ready for show. My wife and I worked diligently on the Renault to have it ready in time. With the

help of Jacques Renault parts in California and the US Mail, I was able to accomplish this.

We arrived at the show with both cars, and parked them side by side in the French car aisle. From the moment they were there, people began coming up and asking questions about the Renault. Surrounded by many expensive and beautifully restored Citroens, Peugeots, and Renaults, the little Renault drew more on-lookers and picture takers than any other car there.

Talking all day with people who knew the history of the Renault 4CV, I found out how rare it was to even see one at a show. There were so many people with questions about this car that we had very little time to truly check out the other cars. The Renault Owners Club was at the show and we were excited to see our Renault 4CV. Even though we were not a member of their club, they gave us "Honorable Mention" for our 4CV.

The other Renaults that were there ranged in age from the early 70's to present. All looked to be as if their owners drove them on a daily basis. They were all kept immaculate. Since the show, I drive the Renault to and from

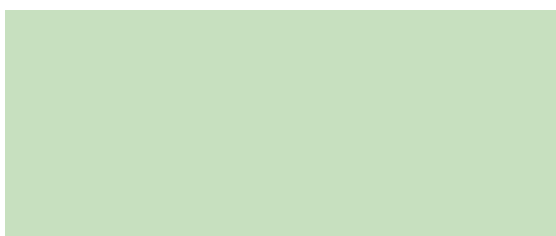
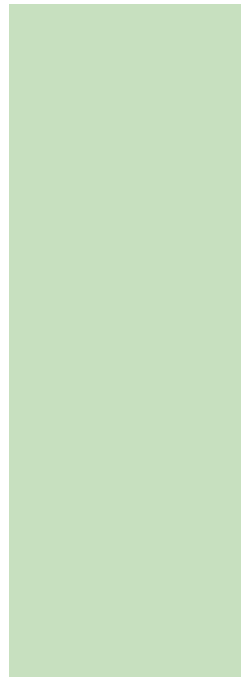




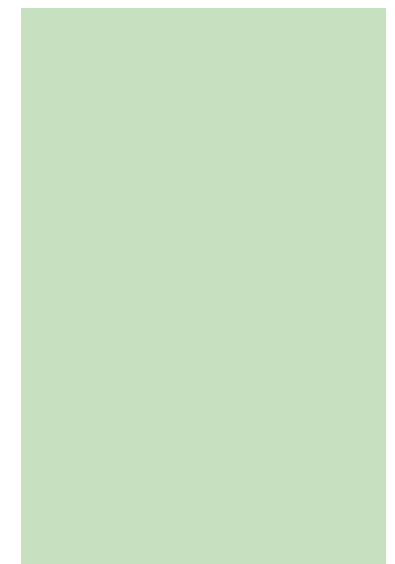
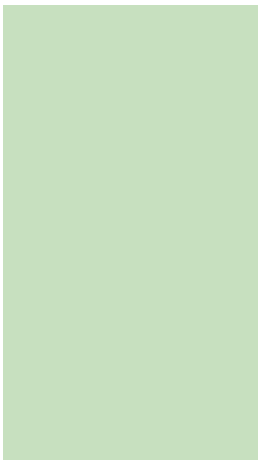
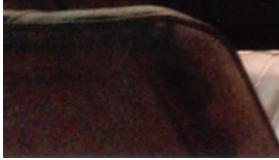
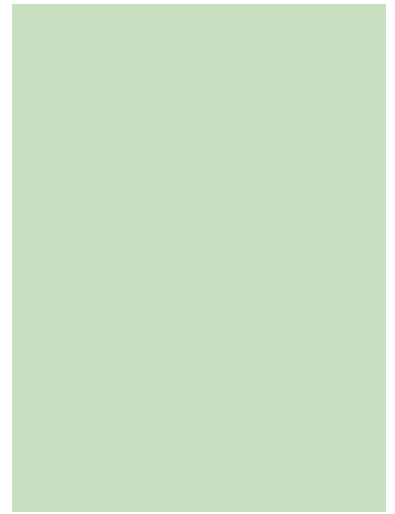
work as much as possible. Almost every time I drive the car, people stop me and ask about the car. I recently had an instance where a gentleman followed me home, just to ask about the Renault!

My wife and I love the little car, and look forward to enjoying it and driving it for a long time to come.

P.S. The 1972 Citroen won 1st place in the SM class! ●









## "It's a 4CV!"

By John C. Theisen

"It's old and it's small. I don't know what it is, but it might be French." That's how my friend Greg Shortridge hooked me up with the 4CV. He had seen it in a corner of an old barn near Boyertown, PA. he gave me a call, knowing my penchant for weird and wacky vehicles. I also have a Dauphine, a Corvair, and an old Ford pickup, two 544 Volvos and two 1800ES Volvos).

My dad and I went to look at it, and we both exclaimed "Look at that! It's a 4 CV." It was the same kind of car that we had when I was a young child in Belgium (we came to the U.S. in 1955 when I was ten) so we both knew exactly what it was. This one was a 1960 model, with 16,716 miles on the odometer. I just had to buy it.

The car was pretty complete, except for a broken trunk handle and a missing gas cap. It had the 20HP 750cc engine with a 3-speed transmission (non-synchro 1st gear.)

The restoration went pretty well. There was a lot of surface rust, but no holes. The interior cleaned up nicely after I got all the mouse and squirrel nest out of it. I got the brakes working, the electrical systems and instruments. The tires had to be replaced or course, they were completely dry-rotted.

The engine though was something else. The block was cracked and the guy that tried to weld it for me ended up warping the block. It broke two crankshafts in quick succession, and even when it was running it had no power to speak of. So the car spent the best part of four years at my mechanic's.

I decided about three years ago that I would just have to get another motor. I found one in Harrisburg, PA. The only trouble was that it was in a pretty good Dauphine. I couldn't see trashing the car, so I bought it and restored it. Still needed a motor, though.

A fellow Renault enthusiast put me on to Phil Garbarini from Bristol, Virginia. Phil said "I've got a Dauphine rusting away in the field. The body's shot but I'll give you the motor and drive train for free". What a deal!

The motor was seized up and had to be rebuilt. Jacques provided new pistons, liners, rings, bearings, and gaskets. It's a 40HP Gordini 850 CC unit with a 3-speed full synchro gear box, so it has a lot more pep than the original motor. It's a novel experience to be able to maintain speed on most hills. It reminds me of my dad's routine back in Belgium- Go like hell down one hill and try to make it up the next hill without shifting.

The 4 CV went back on the road on 6/15/07 after almost three years of sitting around. I'm breaking it in at 45mph.





This has advantages. You can enjoy the scenery. You don't have to worry about speeding tickets. You get 50mpg. You learn to be patient. The car now has 19,300 miles on it. I hope to be able to tap 65mph once in a while after it's broken in.

You'll notice the rear of the 4 CV is reminiscent of the early Porsche 356s. The story goes that the French arrested Ferdinand Porsche at the end of WWII for having supported the Nazi War machine. They apparently said "Cher Docteur, since you are in ze prison anyway, why don't you help us design zis 4 CV?" So he did and they let him out two years later.

The 4 CV's and Dauphines (mine at least) had oil-bath air filters that looked like something off an Afrika Corps Panzer, but incredibly they had no oil filters! This new motor, though, came with an oil filter, which was reassuring.

Another interesting touch is that the windshield wiper control switch is on top of the wiper motor, under the dashboard. So when you hit a sudden rain shower, you have to fish around under the dash until you find the switch. The wipers don't park automatically. You have to time it just right when you shut them off.

The car has a "USA Model" sticker in the trunk, as opposed to those that returning servicemen stowed in their suitcase, I suppose. Does anybody know about how many 4 CV's were imported and how many are still on the road?

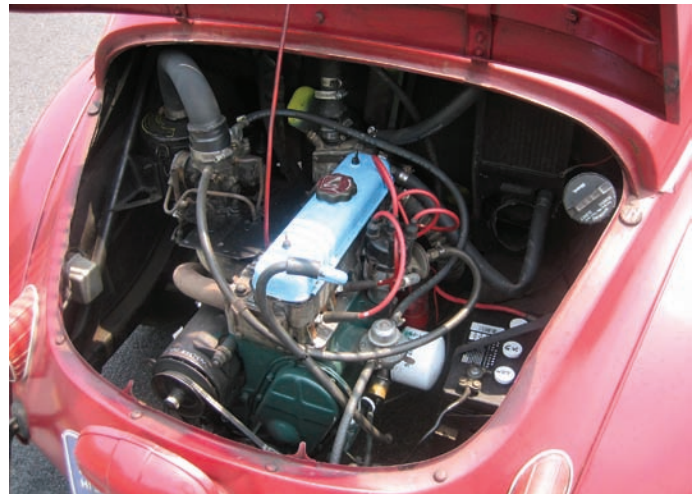
Everything on the car is lightweight (it comes in at 1230 lbs. dry). The trunk and hood latches, and the wiper arms, are of coat hanger-gauge wire. The foot pedals are about the size of a silver dollar. The hood and trunk lids can be twister about 8" without much trouble. The outside of the doors is the same sheet metal as the inside of the doors.

The "suicide" front doors are really awkward. I can see why everybody did away with them. The door's in the way of your butt when you get in and then you have to reach way back to pull the door shut. It's also way too easy to catch a coat on the door handle and break it off as you sit down. (I speak here from experience).

The huge steering wheel and 400 lbs. on the front wheels gives new meaning to the expression "effortless steering." And if you drive into a ditch, two guys can just pick up the front end and put it back on the road (again, from experience).

The rear bumper has a hole in it for hand-cranking the engine. So does the front bumper. Seems odd until you realize Renaults used the same bumper at both ends.

The interior is tastefully done in beige and pewter gray. Amazingly, the seats still have the original vinyl, in perfect condition!





Ornamentation is strictly art deco, from the wings around the radiator filler cap (does this look like one of the current big three emblems, or what?) to the Renault motif or the air intakes and the 4 horse heads on the dash are really kitsch.

No seat belts or airbags of course. I suppose it does have energy-absorbing progressive crushing, although it would probably crush back to the rear bumper and be about 2 feet long when all was said and done. ●







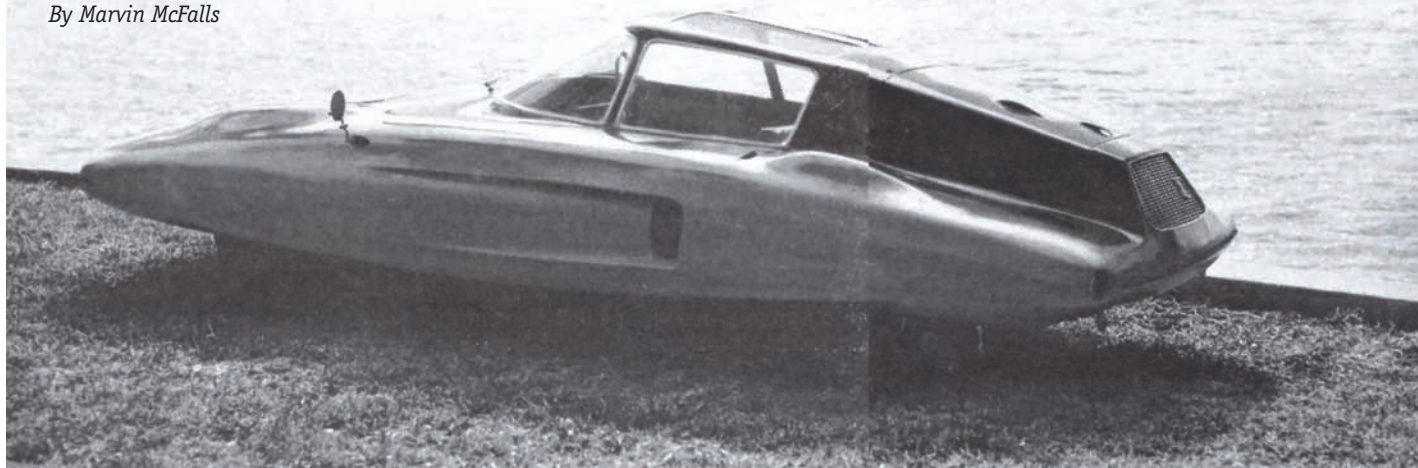
*Vacationing on the French Riviera in 1951. How did we haul all that stuff? My dad had made a rooftop carrier out of plywood!*

*At home in Momignies, Belgium, circa 1952. I'm in the middle, my brother is on the right. I don't remember who the other boy is, I think a remote cousin.*



# El Tiburon

By Marvin McFalls



**O**ver the years we have done many stories of Renault that have been modified. Many of these modifications were about changing the driver train like the Butter Pat saga or the Little Bastard, But some have taken their ideas much further including the EnCord which took a stock LeCar and turned it into a 1928 Cord, or our club founder's wild R10 Wooden Roadster. However, we may now have found the most unique modified Renault yet. Known as El Tiburon or "The Shark" in Spanish, It is truly a Shark you can park.

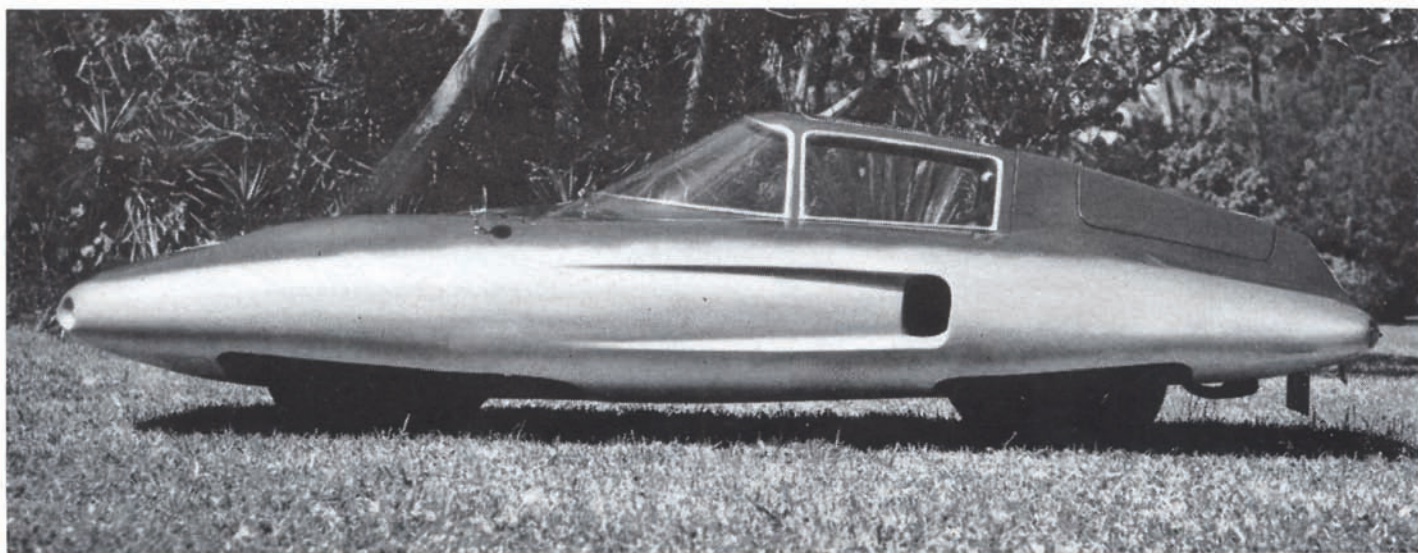
When a one-time sculptor, who owns a 1950 4cv Renault, knows an expert aerodynamicist, and finds a neighbor has had 15 years' experience in fiberglass molding can an unusual special be far behind? The answer, for Henry Covington, of St. Petersburg, Florida required two attempts,

separated by several years, before his car reached its final form.

The first model, designed and built entirely by Covington proved to have an inadequate four-inch ground clearance and was subject to overheating. He began planning the new version, combining his own ideas on proportion and form with the theories of the late Dr. Augustus Raspet of Mississippi State University, who had done experimental work on boundary layer control, and laminar flow airfoil configurations.

They decided upon an oval cross section, hoping to relieve the side vacuums created by cross winds, and used a complete underpan with an inverted airfoil section near the front wheels in an attempt to create a low pressure

*Gradual darkening of paint toward top of car is evident in side view. Side scoops were found necessary for engine cooling.*





area and, thus improve roadability. Large air ducts were designed into the sides to eliminate the overheating problem and the ground clearance was increased to six inches.

Actual construction of the fiberglass body took nine months, using molds engineered by neighbor Glenn Gums. When finished the shell weighed 150 pounds and incorporated such unlikely components as a 1960 Nash America grille, Austin-Healey directional lights, a 1948 Chrysler gas cap, and ornamental letters cut from brass and chrome plated.

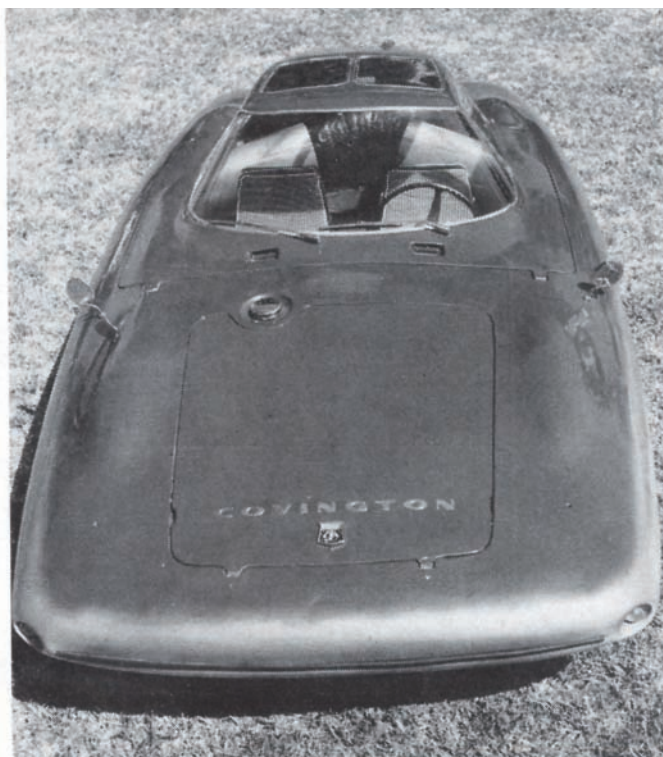
Dimensions of the finished car are a wheel base of 82 inches, and overall length of 160 inches ( over 13 feet). The combination of a 42 and a half inch height and a 73 inch width made it necessary to use a hinge top canopy for entry and egress. Also, a universal joint (procured from the local pump company) was inserted into the steering column permitting the steering wheel to be moved 16 inches to the right, and allowing entry into the driver's seat. Windshield and windows are made from Plexiglas. While the headlights on this model must be bolted on for night driving, Covington states that they could be changed to regular pop-up lights without difficulty.

The color scheme is unusual, in keeping with the rest of the car. It begins with a dead white bottom, blended into a light metallic blue on the sides, and ending in a dark metallic charcoal gray on top. This of course, gave rise to the car's nickname, "El Tiburon".

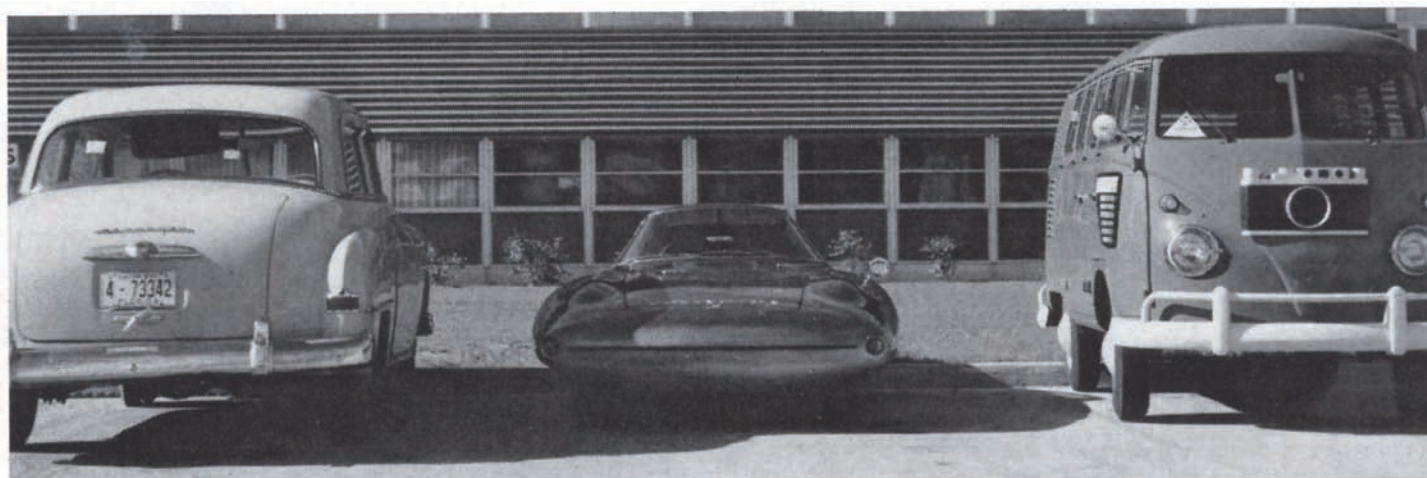
No precise performance figures are available for the Covington Special, but the owner states that with the original 21 horsepower Renault engine, it had reached a 74 mile speedometer reading. After installing a 'greatly modified' 1959 Dauphine engine, he went through a measured mile in slightly more than thirty seconds, and recorded a 0-60 time of about sixteen seconds.

However performance figures aside, Henry Covington can be certain that he has one of the most superbly disguised 1950 4cv Renault in existence.

*Front lid, canopy and engine cover are hinged at front.*

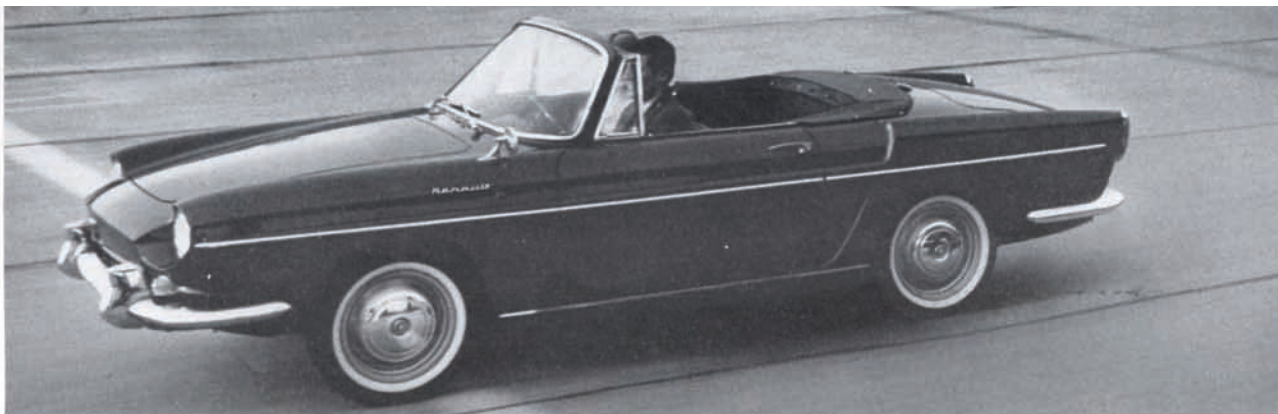


*Big air conduits to engine are visible behind seats.*

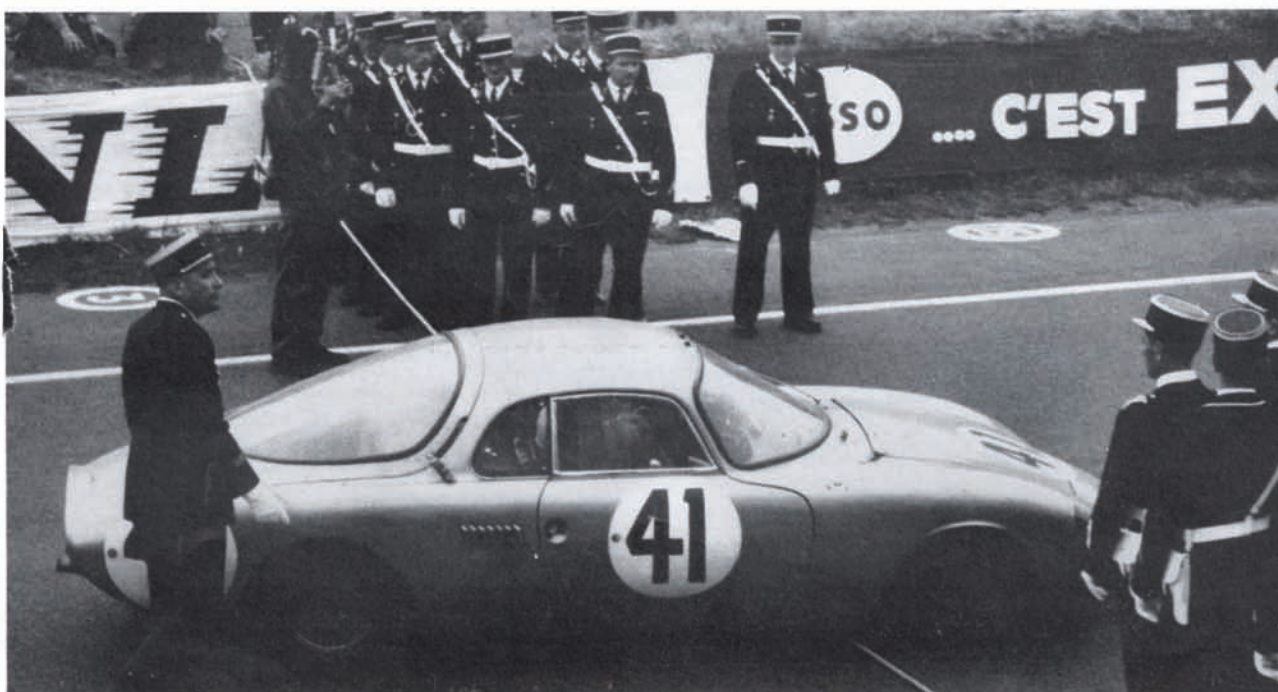


*Kombi and Plymouth accentuate low lines of special.*





This little Renault went to market



This little Renault stayed home  
(Le Mans, France)

You'll find Renaults at supermarkets, fish markets, grocery markets, flower markets and meat markets.

You'll find Renaults at Le Mans, Sebring, Bridgehampton, Lime Rock, Marlboro, and Watkins Glen.

You'll find some Renaults with stick shifts. Some with automatic.

You'll find some with sealed cooling systems. Some with conventional systems.

Some with 3-speed boxes. Some with 4-speed boxes. Some that are convertibles. Some that are hardtops.

You'll find all of them with 4-wheel disc brakes.

And you'll find cars, like the one above, that use Renault engines and parts: the Renault-powered Rene Bonnet, winner of the Index Energetique at Le Mans.

So, if you're carrying a one-car impression of Renault around with you, forget it. Today, Renault builds a full line of cars, cars that are new from the ground up.

Take the Renault Dauphine. Since 1956, Renault engineers have made



113 improvements in this car. They introduced a new dip-painting process to seal out rust and corrosion. They perfected a new undercoating process to keep the body strong and tight. They improved the Dauphine's engine, clutch, suspension, electrical and heating systems, and body finish. And the most recent improvement: a model with automatic transmission.

The reason for this constant improvement on the Dauphine—and on Renault's full line of cars—is a simple one:

At Renault, we learn what you want and we put to practice what we learn.





Richmond Pike Racetrack, UK 1951

---

Renault Owner's Club of North America  
13839 Hwy 8 Business  
El Cajon, CA 92021