

Renault News

86
Winter
2008



Hell Trike

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Renault Owners Club of North America

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www.RenaultClub.us

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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

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

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

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Renewals-Registry Information and Address Changes

Renew online or mail payment to:

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Classified Ads

Place ads online at www.renaultclub.us/marketplace

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De Vivo, Jorge	Schliech, Richard
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January 2008, Renewals

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Gardner, Michael	Vasichek, Robin

It's a Car Guy Thing...

By Hal Defrees



See the temperature gauge on the manifold?

Wonder what it's is for?



Don't you wish you had one?????

Renault 4CV

By Paul H. Story Sr.

I believe some things are sent to try us and if that is the case this car was as much evidence as I would ever need to make me a believer.

Sometime in or around 1964, after I lost my 1959 Ford as described in the chapter about conversion, I had to have transportation to continue to operate the business. This was just part of the struggle to be in business for myself. I was talking with my Uncle Paul Story about my problem and he mentioned that a neighbor of his had a Renault 4CV car he had for sale for \$100.00. He said he thought it just had a broken axle. Frankly I had never heard of a Renault 4CV at that time, but it was destined to become a part of my history soon. At this point I was very much strapped for cash and that is putting it mildly, and besides that \$100.00 was a lot of money then. My credit was shot from the 1959 Ford being stolen as well as insufficient income from the business. I was able to borrow the money from several friends so I went to Prattville Alabama about 15 miles away to get my, new to me, car. My cousin George drove me over and we tied a rope to the bumper and towed the 4CV back to my house in Montgomery.

A friend of mine loaned me a winch and chain so I could lift the rear end of the car up by tying it to a tree in the front yard. That night I was all over the car trying to figure out how to get to the broken axle. The next day I went to an auto junkyard, which became my favorite place to shop for the next 6 months. I explained to the owner of the salvage yard my situation and he was not only understanding but helpful. He said if I would remove the axle from one of his junked Renault 4CV's I could have it for nothing. It seemed there were a lot of people who had junked their 4CV'S and not many were buying parts from the old cars. I told him I had not figured out how to get the axle out of my car or the Junker yet. He rummaged around and found a service manual that someone had left in one of the cars that he had kept. This turned out to be a lifesaver and a permanent part of my self taught education.

The Renault section of the junk yard seemed to have been there a long time as the weeds had grown up heavy all around the cars as well as underneath. After running off a few field rats, I was on the way home with my axle.

Putting the new axle in did not take long. I had been charging the battery since hanging the car on the tree and it was now time to see if the car would run. It had not been started in several years and after cleaning the carburetor bowl and the gas filter I was finally able to get the motor started. Although it was after midnight, I drove the car around in the neighborhood for a while and was very excited that I would be able to go to work the next morning. I was trying desperately to keep my one man Office



Copier Company afloat.

Early the next morning my 4CV and I went off to work. After loading up my demo equipment I headed off to my first call. About a mile from my office, (an old house I had rented for \$75.00 per month) the 4CV choked a couple of times and died. I wasn't sure what the problem was but I felt it was either in the electrical or fuel system. Since I could see gas in the carburetor bowl, I concluded that it was electrical. So I pushed the car off to the side of the road and hitch hiked a ride to the junkyard. I was able to get a distributor off one of the Junkers and hitched a ride back to the car. I was smart enough to have left my tools in the car. 4 hours later I had the car running again, in time to make several calls.

The next morning I felt good, I had transportation and was ready for a good workday. By this time I was carrying not only my full set of tools but also my coveralls. That morning I was on my way to the State Capital to make a demonstration of the copier to the State Treasurer. About half way there the car started sputtering and back firing. The smoke was so heavy that I could hardly see through the windshield. It was a Friday so I had all weekend to see if I could fix the problem.

So it was back to the tree in the yard and the service manual. After taking the motor apart I found one of the pistons had broken and was letting oil flow into the combustion chamber. After talking with the man at the junk yard it was decided that I would be better off putting new pistons in my old motor than taking out one of the motors

in a Junker, which might be worse. So I was able to buy the parts from a Renault dealer by borrowing some more money. I worked all day Saturday well into the night and most of Sunday, but was ready to go to work early Monday morning. For several days the little car worked like a charm, but more trouble was on its way.

Toward the end of the week I was driving through a residential area on my way to make a call when I saw people waving and shouting. Since my muffler had fallen off several days earlier I could not tell what they were saying. When I glanced up and looked in the rear view mirror I could tell the car was on fire. Someone called the fire department and they were there shortly and filled the back of the car with foam. After they left and the motor cover was cool enough to lift, (the motor was in the rear of the 4CV) I saw that the fire had burned all the wiring and hoses off the car. I concluded that the fuel line had ruptured and spilled gas on the hot motor and started the fire.

It was hell bent on not letting the car beat me, and also I was desperate and in a real spot since I had no other way to get another car and I had to have transportation to try to save the business and to put food on the table. So it was back to the junkyard where I got the wiring and hoses off another Junker. I wish I could remember the name of the junkyard owner as he became not only a friend but also a trainer and mentor.

After putting the car back together I was able to get it started but it would not run over about 10 miles per hour. By checking the compression in each cylinder I could tell something was badly wrong and it turned out that the fire was so intense that it had warped the aluminum head on the motor. Back to the junkyard and a used head. I learned the hard way that when tightening the bolts on the head that you have to be careful to torque them down one at a time or you will warp the head, which I did. So back to the junkyard for another head. By this time I owed most of my friends a few dollars.

Wow, my little car is working now. I am making calls and selling enough to start paying off some of my friends. But it's too soon to rejoice. I was about 8 blocks from the house and on my way to the office, passing by a strip mall area, when I felt the car lunge. Then to my horror I saw the right front wheel rolling away from the car and towards the plate glass window of the grocery store. I jumped from the car and was able to tackle the wheel right before it would have shattered the window. I had no insurance and was terrified to think of the trouble I would have been in had the wheel gone through the window.

For several weeks the little car did its job, and then the reverse gear stopped working. Rather than trying to pull the motor and the transmission out, I decide to drive it this way for a while and try to make enough to trade cars. It became somewhat of a joke as people had to help me push the car out of parking spots and I told some of them

that reverse gear was an option in France.

One day the hood, which was really the cover for the trunk, which was in the front, came unlatched and the wind bent it over the windshield. I was able to tie it back down with a rope enough so that you could see through the windshield. The car was still running so I let it stay that way. The 4CV was never a beauty and with the bent hood and the burned motor cover, mine was very recognizable. I tried to park out of the site of my prospects, as my car did not leave the impression that my product was selling very well.

I was having to charge the battery every night and since things were going a little better I decided to spring for a new one. Several days later while driving down the road I head a big thud and could see my new battery splattered all over the road. The battery box had rusted through.

Several weeks later as we were trading for a used Pontiac, the salesman was gone for a long time while test-driving our 4CV for trade in value. Soon he came walking back and said he could only give us \$50.00 for the 4CV. He did not know that I would have paid him a \$100.00 to take it.

I learned a lot about cars and the 4CV in particular. I also learned a lot about myself and what I could survive. I have not seen a 4CV in years but when I do see one I pause and reflect on those struggling years.

Editor's Notes: Paul Story did become a success businessman maybe because or at least to spite his 4CV. He told me the little car taught him patience and perseverance. Lessons that he used in many business situations through the years. Today he drives a 2007 Escalade, but he hopes to one day to buy another 4CV. Paul, here's hoping it will be in better shape than your first. ●



Hell Trike

By Colin (Junior) Atkinson

The Hell Trike started out as nothing more than a conversation about how to make this contraption look like a real machine. I thought to myself, "That thing has potential".

In 2003, my Uncle Ray moved back to Minnesota and started a powder coating shop. He was approached by a guy who had a 1970's trike, which he wanted to sell for \$450 dollars. The powder coating business was doing well, so he thought that he could purchase it, fix it up, paint it with powder and show it at auto or bike shows. That's where I come on to the scene. Ray wanted ideas for the color schemes and general design for it, so he asked me to do a drawing of what it could look like with some modifications.

I got inspiration that night while looking through hot rod and chopper magazines. I've built a couple bikes before and wanted this project to be radically different from what the mainstream would do. Jesse James from West Coast Choppers out right slammed trikes on the Monster Garage episode of the Semi truck build. I thought that his statement was pretty comical considering that he is into a new old skool paradigm. Nonetheless, I think what makes the world go around is that fact that we all need unique things to build and a trike is something not everyone is doing right now. Just like trikes, vans and beards and afros were in style at one time, so will trikes be someday.

Since my Uncle was so busy with his shop, I approached him about buying the project and working on it myself. We traded out the cost for some labor around his shop. That winter I bought some steel pipe and locked myself in the garage for two weeks over Christmas. Luckily I had a chop saw, an angle pipe cutter, a bottle jack tube bender and a welder. The frame went together pretty easy because I had the old frame as a reference. The old frame was one inch square tubing that was cracking all over.

All I really saved from the 1970's trike was the Renault motor, transmission and its cross member, axles and brakes. After I had the frame complete, I spent two years fabricating all the sheet metal. I knew that I wanted the trike to have a Rat Rod look so I found a tractor hood and grill from a 1952 Minneapolis Moline UG tractor. I made a structure to mount the hood to but needed to cut and weld the rear of the trike many times to get the proper look.

Little by little I collected parts for the rest of the trike. The girder front end, the master cylinder, the white wall tires and the electric fan came from eBay. The front tire is from Coker. The rims are from the Iola car show and swap meet in Wisconsin. The rear rims are 15x6 Ford, and the front rim is an 18-inch Brit bike rim. The bars, risers and clutch cable are all of Harley-Davidson origin.



The power plant of the rig is a 1959 Renault Dauphine motor. It seems to run great even though it blows a little smoke. I really didn't have to do much to the motor other than clean it and paint it. The starter needed to be rebuilt because I burnt it up the first time I tried to start it. The only modification to the motor is the one wire alternator and the 12-volt electrics. The radiator is from a Ford cube van. The exhaust is custom made by some previous owner, I just cut it shorter.

All the pieces were powder coated by Powder Coating Solutions. The hood was cream colored and then sprayed with a rattle can of black, then sanded for a nostalgia look and pin striped. I tooled and stretched the leather for the seat giving it the "Ace in the Hole" design. The shifter is twisted metal and topped off with a 1 and 7/8 inch ball hitch. The hood is hinged, latched and topped off with a Nash hood ornament.

Three years later, I finally can take pictures and put the finishing touches on the project. I named it the "Hell Trike" because it fought me every step of the way. I hope the Renault motor heads enjoy my ride, I know that I do. 🍷



Renault Concentration

By Francisco Miranda

A couple months ago, the Gordini Sport Club invited us to their annual Renault Concentration. This is the annual meeting that takes place at the Museum of Automobiles. It was a very beautiful sunny day that gathered a lot of friends and great Renaults to see. Unfortunately, not many visitors showed up, but that did not keep us from having lots of fun.

Besides the annual parts sale and swap meet, we were also treated to an official presentation of a 1960 Floride, fitted with a 1300 cc engine. However instead of updating the car to the later style Caravelle radiator behind the engine, they kept the radiator in the back of the car behind the engine, just as the Floride used to fit it. While I am not sure if the car will cool as well, but it definitely allows for easier access to the engine. The owner, Virgilio Lopez, even restored a pedal and a 1:43 scale model cars to the same looks as the full-scale car. He spent two years in the process of restoration and he did a very good job.

Being that this meet featured the Renault make, we had a good turnout of Renaults. Besides a good selection of Dauphines, and R8s, we also saw a few models we rarely see here in Mexico including: the R9, Fuego and a beautiful R 17 Gordini painted in French Racing Blue.

As with every meet we always have a few surprises. Our friends' the owners of the three R10's who were so happy with their cars being featured on the cover of the RCoNA Newsletter that they printed a big poster for each car and displayed them proudly on their windshields. Maybe this will help to promote the club. I think it looked real nice! And I hope we receive new members as well! 🟢







Renault Concentration





ING-Renault Roadshow

By Francisco Miranda

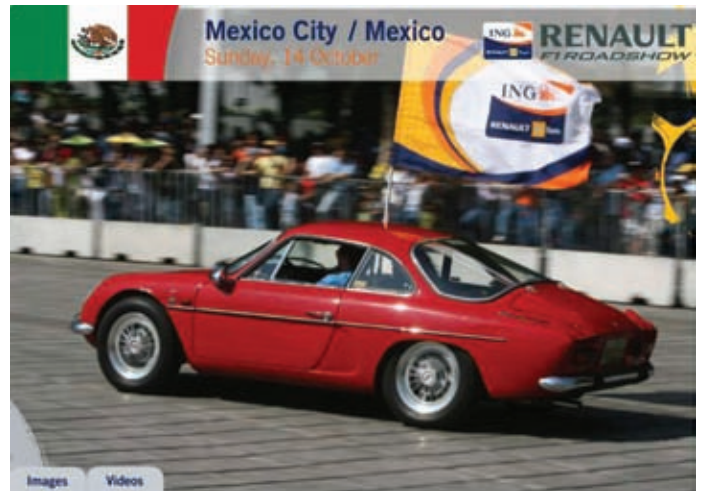
On the weekend of October 13 & 14th, Mexico City was immersed in an unprecedented sport event. The Ing-Renault Road show, where the winner Renault R26 Formula 1 cars, driven by Giancarlo Fisichella and Nelson Piquet Jr., who showed us the real power these cars are capable of delivering. Also, the very funny Car-Toons or Clio Toys, gave us an amusing show/ demo of power and expertise. The Megane Trophy simply showed us the power and great looks it has. As part of the activities, we could appreciate the Clio Rally cars and the Clio Cup as well, followed by the Formula Renault cars driven by experienced Mexican drivers.

The Club Alpine México, and the Club Gordini Sport were invited to be part of this great event to the Static Display and the opening of the sport activities with a Classic & a Vintage Car Parades.

The Alpine Club participated with the following cars:
Alpine A110 2Ltrs of Juan Antonio Calvillo: Vintage Parade
Floride of Carlos Calvillo: Classics Parade
R12 Gordini of Alfonso González: Static Display
Dinalpin A110 Cabriolet of Jose Carlos Mendez: Vintage Parade
R4L of Yuriria Miranda: Classics Parade
Dauphine Gordini 2 ltrs. of Francisco Miranda: Static Display
Dauphine Gordini 1300 of Francisco Miranda: Static Display

On Sunday more than 300,000 people lined streets of Mexico City to see the main event.

Thank you Renault for this great weekend! I hope everyone enjoys these incredible photos and you can see more at: <http://www.ing-renaultf1.com/es/roadshow/mexico/>





Images

Videos

ING Renault Road Show



Images

Videos



Images

Videos



Images

Videos



Images

Videos

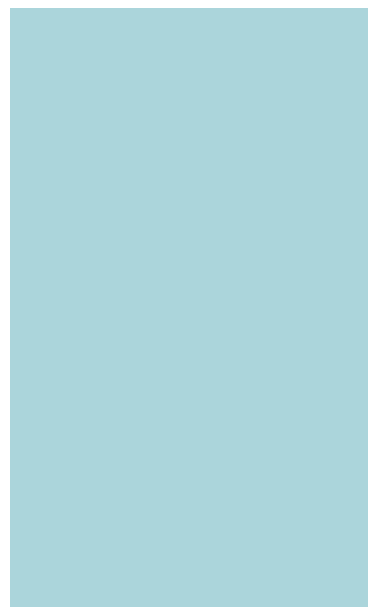


Shark Bites - Followup to the Tiburon Article

By Marvin McFalls

After I spoke to Geoffrey Hacker I put together the update on the Tiburon article, but it was right at the deadline so I didn't have time to put together the full pictorial and I didn't give you all the history on his cars. While Henry Covington was the heart and soul behind the project, after his death Glenn Gums continued on. Actually instead of money for making the molds, he accepted one of the coupe bodies as payment. He used it to create the first roadster which feature drop down doors that fit into the body. From 1963-65 Glenn Industries his company in St. Petersburg, Florida produced five turn key models that included R8 Gordini engines on Dauphine drive trains. They were only available in the Roadster model and featured an optional hardtop.

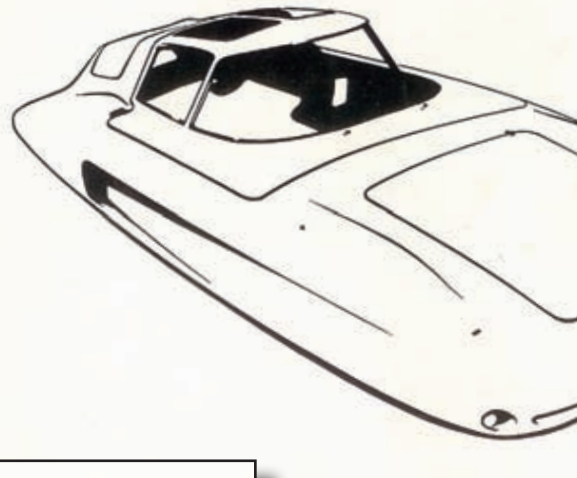
If you are ever in the Tampa Bay area you can see the Covington Coupe at the Tampa Bay Auto Museum, for more info you can go to: www.tbauto.org Or if you would like to talk to Geoffrey about his fleet of Sharks or his R8 Gordini collection you may contact him at: Geoffrey@grhacker.com Thanks again Geoffrey for your assistance in bringing these rare Renaults to our attention. ●





EL TIBURÓN PARTS LIST

- A 1 Car Body (main shell, top canopy, front & back hoods)
- B 1 Bottom Pan
- C 1 Detachable Engine Pan (for 4 CV and Dauphine only)
- D 1 Plexiglass Windshield 3/16" thick
- E 2 Plexiglass Windows 3/16" thick
- F 2 Green Tinted Plexiglass Dome Windows 3/16" thick
- G 2 Headlight Plug-In Brackets
- H 1 Grille with Molding
- I 1 Universal Joint for Steering Rod 5/8" inside dia.
- J 1 Movable Steering Assembly for 7/8" Steering Rod
- K 1 Ball Bearing 7/8" inside dia. for Steering Rod
- L 2 Rubber Bumper Guards 1/2" dia.
- M Aluminum Trim for Windows & Windshield



The steering wheel moves to the right to facilitate accessibility to the driver's seat.

BALL BEARING. Used to hold steering rod in position.

RUBBER BUMPER GUARDS. 1/2" round rubber strips to protect the fiber glass shell.

ALUMINUM TRIM. 1/2" molding to be bent and applied to outer edge of windows and windshield.

ACCESSORIES can be bought from your local automobile dealers.

HEADLIGHTS — Lucas, Harley-Davison, etc.

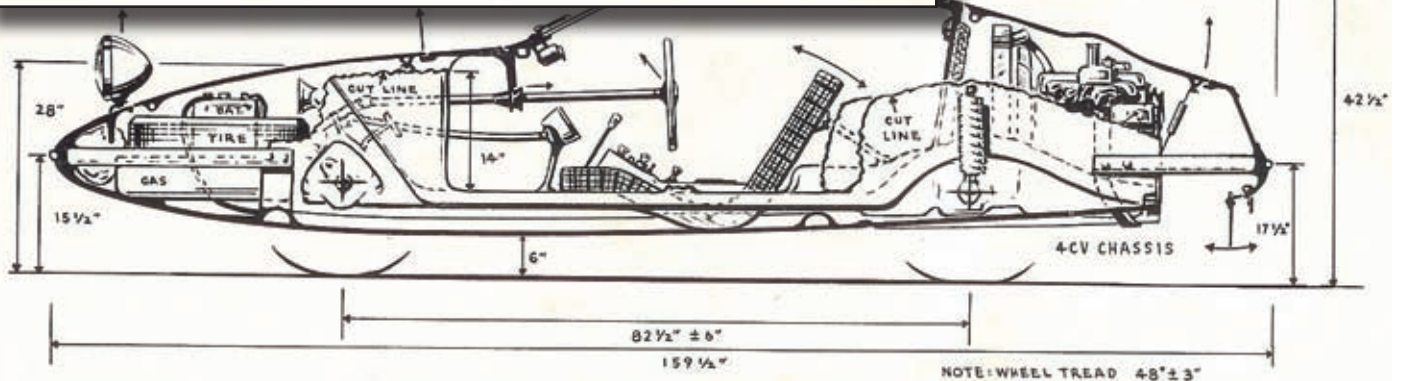
DIRECTIONAL LIGHTS — 1955 Austin Healey.

REAR VIEW MIRRORS — Dauphine Renault.

WINDSHIELD WIPERS — Dauphine Renault.

REFLECTORS — Combi V. W.

COUNTER SPRINGS — Nash Ambassador trunk lid.



The Amazing Shin Yoshikawa

By Marvin McFalls

I met Shin Yoshikawa two years ago at the Best of France and Italy car show. Shin came to the show in Matra Murena. It turned out he lived three blocks from Dene and Pat Barrett's house in Frazier Park, California, small world again I know. In the two years that have passed Dene and Shin have become pretty good friends and when he heard we all were coming back to Dene's for a visit he invited us to come by for a visit to his shop. So on Friday morning Brent and I flew into LA, where we met up with Jacques, Sharon, and Jonathan. The five of us left LA and headed North for Dene and Pat's. After getting settled in we were soon joined by Shin and his lovely wife. We had a few cocktails and then sat down for a wonderful spaghetti dinner prepared by Pat and Sharon. After dinner Shin invited us over to his place to see some of his work.

Shin is an automotive journalist, and he has worked professionally in Japan, Europe, and the United States. However that is just scratching the surface, he is also an artist. He is the best-known maker of cut away drawings of automobiles. For those who aren't familiar with this form of art, it has become very popular since the 1980s; a section of the outer skin of the car is removed exposing the inner workings including the engine. Shin's drawings are very popular and I have seen them at various shows I have attended through the years, never expecting that I would meet him one day. Mainly Shin has done cut-aways of Porsche, Ferrari, Mercedes and other various exotic cars, but he promised us he would do a French car in the near future. Besides the cutaways he also paints cars. He has a famous print of Phil Hill's Ferrari signed by himself and Phil.

If being a professional Journalist and an artist isn't enough, then his hobbies might also be of interest. He is a wonderful pianist, and he has an extensive collection of automotive literature in Japanese, English, and French as well as impressive collection of die cast collectibles. However the one thing that we were all looking forward to seeing was his collection of cars.

After staying up late the night before talking cars with Shin, Brent, Jonathan, and I awoke early excited about visiting Shin's shop. We were also joined by DeWayne Ashmead and his friend Darren for the short ride to Shin's.

Shin started the tour by showing us his latest project. He was converting a Toyota 2000 GT to an all aluminum body. It turns out among all his other talents Shin is top-notch fabricator. His medium of choice is aluminum, and he was in the process of hand sculpting every panel using only a hammer and English wheel. He gave us a demonstration. It turns out that Toyota had hired him to do this restoration, and along with one other man that welded the pieces together he did most of the work by himself. When the car is complete it will have a polished aluminum finish, and will be shown at various auto shows throughout the world.

Besides doing one-off restorations, Shin is also known to build prototypes. General Motors has hired him to build

a prototype in response to Dodge's highly successful Sprinter based on the Mercedes chassis. Shin idea is to build a modern version of the Citroen H van so he recently imported one to use for inspiration. He plans on making the vehicle front wheel drive so the back of the vehicle will probably be less than a foot off the ground for easy loading and unloading. If GM likes this design it could one day be mass produced and used all over the world.



Next Shin took us over to see some of his own personal cars. As expected he had a lot of French cars including a Panhard, and early Deutch Bonnet racer, a Matra djet and his Murena. However his favorite car had to be his Lotus Elite. He told us the story of how he bought it just after coming to America. However he also told us the story of his biggest blunder. He owned a Ford Shelby Daytona, which he had bought with a blown up engine, years later he sold the car for \$20,000 thinking he made a hefty return on his two thousand dollar investment, only to see it be resold for \$4 million. After hearing the history on many of Shin's cars he asked Jonathon if he would like to drive the Lotus. Jonathan could hardly say no, so off he went.

When Jonathan returned we asked him about his Mazda Miata. It turned out that he built the car for Mazda Research and Development, and he was able to get 260 hp out of a carbureted four-cylinder engine without the assistance of a turbo or supercharger. We had to see this for ourselves. So Jonathan and I took off, I guess we stayed away too long because as we were coming back Shin and Brent

passed us in his wife's Lancia rally car. Shin had taken the Mazda for Journalist track day at Laguna Seca a few years ago, and he had beat all his colleagues. He said when he returned with the car the next year they didn't want him to race it. I was quite impressed with the car; Mazda used many of the improvements Shin had made when they built my Mazda Speed MX5 nearly a decade later.

At this point it was almost lunchtime but we decided we needed to take one more test drive. I recommended we take the three seater, Matra Murena being that it was the only car that Brent, Jonathan and I could all fit in. While it isn't much of a sports car with its four cylinder Peugeot engine, you would be hard pressed to find a more comfortable road car that comfortably fit three people.

The San Diego Collection

By Marvin McFalls

While Brent and I were in San Diego we couldn't resist stopping by the San Diego Collection for a visit. This collection of rare and exotic vehicles together with a vast array of automotive memorabilia uniquely presented in a dynamic facility is a feast for every auto enthusiast. The facility is like a passion resort for the vintage automobile enthusiast with a unique atmosphere unlike any other.

The Collection is the lifelong dream of Chuck Swimmer. Chuck resides in San Diego with Carol his wife of 38 years. He was born in Canton, Ohio and educated at Miami University in Oxford, Ohio. "The San Diego Collection" was formed by Chuck to display his personal world class quality collection. An extensive and unique collection, which is rapidly becoming recognized as one of the nations premier vintage and classic car organizations.

While we were there we met David Young, the General Manager of the facility. Like Chuck he is a car guy from the Midwest, originally from Michigan. He explained The San Diego Collection will have on display (8) to (10) vehicles from our Permanent Collection that are not for sale. These vehicles are rotated approximately once a month and represent a display of show and grand touring cars. Also, on display is a selection of vehicles that are for sale. The selection will be varied, representing the finest and some of the most interesting classics and contemporary cars from the southern California area. All vehicles are fully safety checked prior to being offered for sale

The day we were there they had 1965 Mustang GT Convertible, and 1969 Mach I for sale as well as Jaguar E-type, and a 1959 Fiat Abarth Zagato. We had seen the Jag on eBay a few weeks earlier. The also had a 1942 Hudson Woody Wagon on display that had just been sold. Being that Brent is a long time member of the Hudson club He and David spoke about Hudsons for a while. Besides all the

By the time we returned from our last joy ride, everyone had gone inside. We found everyone eating lunch in the workshop. Pat had picked up some Pizza, and quite a feast had ensued. We happily joined in and continued to talk cars. After our meal we helped Shin put away all his toys, and headed back to Dean's place. After cleaning up, we met up with Shin and his wife for dinner at a local restaurant. What a fun day! While I decided to head back to Dene's for some rest, Brent and Jonathan decided to sleep over at Shin's so the conversation could continue. Shin is truly a Renaissance Man! I look forward to visiting him again next time I am in California. ●

wonderful cars they sold automotive-related memorabilia.

To help pay for this wonderful site they also host events and they can accommodate up to 300 people on the site. So if you are ever in San Diego, I recommend you stop by. It is located at 7215 El Cajon Blvd just off I-8. ●



Driving to Work

By Clark Rodgers

As I was on my way to work recently I saw a sight I don't think I have seen in many decades. I saw a 4cv that had been in an accident. I had to pull over and take a look, as I had my camera I took a few photos. I didn't speak to the owner so I hope the owner is a member or they can find the club to help with getting their car repaired. You just never know what you will see on your way to work. ●



Yves Boode's 1969 A-110

By Brad Stevens

September seems to bring out the best as the seasons change and this year was no exception. The 14-16th Vintage races at Road America, Elkhart Lake, Wisconsin attracted a rare Alpine blue beauty owned Yves Boode of Cherry Valley, Illinois.

The 1969 A-110 is a FASA Espania and was purchased in England. Yves went through an extensive restoration/modification process to make this originally 1100cc street car, into a 1600cc racing machine. Yves races at several tracks in the United States. These being Blackhawk in Illinois, Gingerman and Grattan in Michigan, and Hallett in Oklahoma. However this is about Road America, where each lap is over four miles long, providing for some very high speeds.

A good look at his car and you can see Yves has done his homework. At only 1552 pounds and 159 horsepower in racing trim provide for some competitive racing. Besides the racing preparation, much effort and expense went into the cosmetic restoration both outside and in.

As with all good racers, most of his support comes from his lovely and gracious fiancée, Deb Fortune. Always smiling and cheerful she plays many roles in assisting Yves, from setup, transportation, practice, and of course, racing.

This is truly a team effort!

After practice, Saturday afternoon, Yves and Deb, drove their A-110 down to the village of Elkhart Lake for a re-enactment and display. There you can see them joined by Terry and Judy Zabransky with their 1971 1300cc A-110.

Sunday was race day and Yves started 26th on the grid. In very short time, he deftly carves his way through the field to finish 15th. A great performance from a true Alpine enthusiast. Surely, a great example of keeping the Passion alive in America. ●



Best of France and Italy 2007

By Marvin McFalls

After missing last year's show I was determined to return to California for our clubs annual meeting. With the help of Jacques, Sharon, and Kurt we got the word out and Brent Bartley and I flew in on Friday, we all met at Jerry's deli on Ventura Blvd for our traditional breakfast. Let me tell you what a beautiful day, it was Sunny and they were calling for temperatures in the 80s. We had all the usual suspects including: Dene and Pat Barrett, Joe Hernandez, and Jim Miller. Also in attendance was Jonathan Burnette who had driven his Fuego all the way in from Texas to participate in the swap meet. We also had some newcomers including DeWayne Ashmead and his friend Darren who had trailered in DeWayne's Caravelle from Utah. Next we had Michael Heather who drove his LeCar down from Pasadena, Michael is our discussion group moderator, and it was nice to finally put a name with a face as we had communicated back and forth via e-mail over the years. At the last minute Shin Yoshikawa decided to join us for the show. Let me tell I rode with Shin in his Matra Murena and it was quite interesting for me from Tennessee to navigate a man for Japan around Los Angeles. But we found Jerry's without any trouble.

Following breakfast we headed over to the park and we lined our cars. There were already several R5 Turbos and a Renault Sport Spider in line. Bill Dickinson had done a good job getting the word out to the R5 turbo crowd. Bill had also brought a beautiful and rare Ducati motorcycle. As it turned out this would be good a day for beautiful and rare French and Italian forms of transportation. The next car to arrive was another Matra Murena, I walked over to check the car out, and I noticed it had Maine tags on it. I found the owner and asked him if he had driven from Maine? He told me that he imported the car from Japan and this was the only way he could legally drive it. I thought to myself what are the odds that two Japanese men come to the same show in Matra Murenas. After I shook off that thought a Matra djet came in followed by a A310 that recently been sold on eBay on the east coast. Many years ago we had featured the car when it was first brought to the US from Italy. So it definitely is a small world.

As I was heading over to the vendor area to tell Jonathan about all the unique cars I had seen, I ran into a face from the past it was our former newsletter editor Allan Meyer. He reported that he had finally bought a Renault. I took him with me to Jonathan where he bought a lot of parts to repair his R16 Automatic. There were a few other current and former members I saw that day but didn't get a chance to speak to including: Ross Gallichotte and his friend Gonzo.

Brent and I finally broke away and were able to check out the rest cars at Woodley that day. It was by far the



biggest turnout of any of the BoFI shows I have attended over the years. There was a 2cv with a Volkswagen engine that some had put wings on to make it look like an airplane. Ferrari had their largest turnout ever, and Lamborghini and Maserati were also well represented. As usual there were remarkable examples of Fiat, Lancia, and Alfa Romeo. They grouped all the pre-war cars together and including Jay Leno's Bugatti there were more than ten models represented. Since my last visit they have really improved the coach built with American engines including, Facel Vegas, DeTomaso Panteras, and Dual Ghias and many others that I had never seen before. The Volvo club also made their second appearance with Pininfarina bodied models.



Other French cars of interest included: Peugeot 205 Turbo and a Peugeot 205 GTI, the last of the Deutche Bonnet coupes, and a Panhard Tigre. That is how it was all day, every five or ten minutes another exotic French or Italian car would drive by. I must say the most disappointing displays were from the Citroen group. Each year they have fewer cars. The SM group was only represented by three cars this year and there were far fewer ducks than usual. However I did meet a guy with a Dyane who was trying to sell a R4 replica Plein Aire. Hopefully Jonathan will be able to work out a deal with him for the car so he can come up with the chassis he needs to rebuild his real Plein Aire.



As the day grew later and hotter, I believe it was close to 90 in Van Nuys, the more running I had to do back and forth between Jonathan's and Jacques' car. On one of my many trips I arrived just in time to see the judges walking up with a plaque in hand. For the first time in many years the Renault Club won an award. Jonathan was awarded "Best Support Vehicle" It was a shoe in with the treasure trove of parts as well as most of Brent and my luggage he pulled out prior to the swap meet. They didn't know how fitting an honor that was as a few night earlier he had to stop and fix Jacques car right before jumping on the freeway, and as it turned out again later that night on the way back to San Diego. If not for Jonathan the honor might have once again been given to Dene as he towed Jacques behind his minivan like he did two years ago.



As we were getting ready to leave the park and head out for some dinner with Mark and Brett Weiner, Jonathan friends from Colorado I found a few more interesting sightings in the parking lot. One was Honda Hybrid, but it wasn't an Element or an Accord it was a small cube shaped vehicle that someone had imported from Japan. It must have just arrived because it was full of boxes and it didn't even have a tag on it. The other was a brand new Super Car just hitting our shores. It was the new Audi R8 mid engine all wheel drive sports car. As it turned out some enterprising salesmen decided to stop by to see if he could drum up some business and we weren't the only ones to stop and drool all over this new car.



Wow, what a day. As I have said many times if you haven't ever attend the Best of France and Italy show it is a must do. If California is too far to travel for you, the club is going to make an effort to sponsor some more regional events in the years to come. We look forward to announcing some new events for 2008. We hope you will plan to attend. If you have any ideas for an event please contact me. ●



We have had our R8 since 1973, a one owner car, and here are three photos: the first is a few months ago when I took out the steering rack, for the first time ever, and disabled the internal return spring (and replaced boots of course). The other two are of a very wet holiday that Alex (my wife) and I had back in 1974 in the Flinders Ranges of South Australia – very much the Australian outback, and with creeks running we had water over the bonnet of the R8 a few times and it never stopped!

— John Waterhouse, Perth, Australia



Me outside our house in Perth with my 1951 4CV (which I bought in 1966)

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