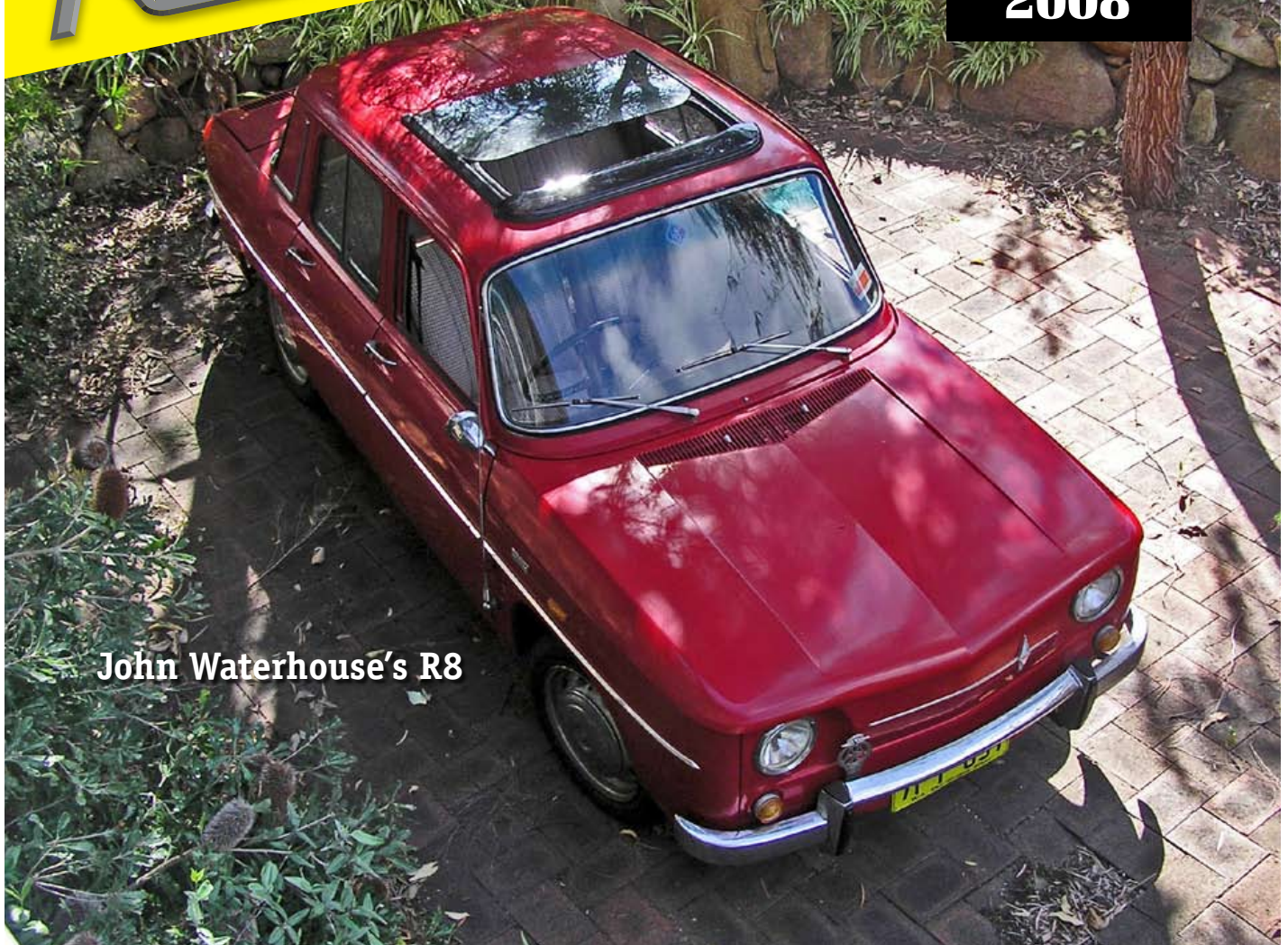


RENAULT NEWS

87
Spring
2008



John Waterhouse's R8

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Renault Owners Club of North America

www.RenaultOwnersClub.org

www.RenaultClub.us

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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.

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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

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

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Classified Ads

Place ads online at www.renaultclub.us/marketplace

Or mail brief ads to:

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NEW! Order back issues on CD online at club website.

Issues 1 to 57

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Carrera, Alberto
Fitzgerald, John

Gipe, Michael
Jensen, Paul
Stone, Edward
Williams, Joe

Treasurer's Report: July 1, 2007 to December 31, 2007

By Sharon Desplaines

Beginning Balance:		Outlay (cont'd):	
Checking account	2654.90	Other	31.09
Savings account	6014.98	Website	124.75
Total	8669.88	Reimbursements (members)	75.00
		Newsletter	1190.00
		Total	2826.97
Income:		Ending Balance:	
Postal dues	879.19	Checking account	2699.74
Paypal dues	1972.62	Savings account	6096.75
Back issues	0.00	Total	8796.49
Donations	20.00		
Advertising	0.00		
Interest income	81.77		
Total	2953.58	Income Less Outlay	126.61
Outlay:		Ending Balance Less Beginning Balance	126.61
Postage	237.87		
Printing	729.50		
Copying	0.00		
Supplies	00.00		
Advertisements	438.76		

Sharon Desplaines, Treasurer

Club Car Event Update

By Marvin McFalls

Date	Event	Location	Contact
June 1	Orphan Car Show	Ypslanti, MI	Ken Gladyszewski: it045@yahoo.com
June 1	European Car Show	St. Louis, MO	Lloyd Mathis: ldmglass@aol.com
June 1	Huntington Beach Concours	H.B. CA	Kurt Triffet: kurt@triffetdesign.com
June 12-14	DeLorean Nationals	Gettysburg, PA	Mike Deak: miska_d@verizon.net
July 19-20	Pittsburgh Grand Prix	Pittsburgh, PA	Ken Gladyszewski: it045@yahoo.com
August 16	Woodward Dream Cruise	Detroit, MI	Marvin McFalls: moose01@earthlink.net
Sept 19-21	Road America Vintage Races	Elkhart Lake, WI	bahnzai@hotmail.com
Oct 17-19	10 Anniversary Meet/ Reunion	Lenoir City, TN	Marvin McFalls: moose01@earthlink.net
Oct 18	Lane Museum 5th Anniversary	Nashville, TN	Marvin McFalls: moose01@earthlink.net
Nov 2	Best of F&I at Woodley	Van Nuys, CA	Jacques Lynn: jacques@renaultparts.us

Gasoline Humor ...if it was only funny

Compiled By Mark Nicotera



R10 Racer

By Peter Harrison, Capetown, South Africa



The gear box is the standard R10 four speed box mated to a TS16 3,7 differential with a standard clutch and uprated pressure plate. Wish I could source a five speed box here in S A (not for lack of trying!), but they are as scarce as hens teeth!!!

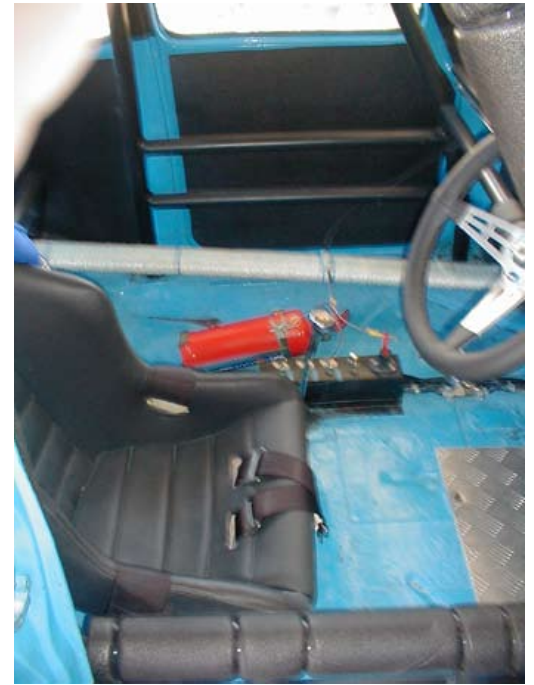
The suspension is standard at the front with uprated shocks (dampers) and modified rear to match the Gordini (i.e. double uprated shocks) and all coil springs cut down to lower the car by 120 mm. The rear disc brakes are standard discs and calipers and I have just had the front discs changed to VW Golf ventilated discs and calipers as

I have been running out of brakes after three or four laps, hopefully this change will improve things, will try it out this weekend!

The car weighs 765 Kg without me and I my best time to date round the Killarney track (3,267 Kms) is 1 min 39,456 secs - great fun!!!

My race car - it is a standard R10 body and chassis stripped down of all interior fittings, seats, carpets, insulation, window glass, etc., and fitted with a full roll cage, Lexan windows all round, racing seat with FIA six point racing harness, fire extinguisher and a control box for start switch, fuel pump (2) switches and master cut out switch. There is also a fuel pressure regulator and gauge inside the car to adjust the fuel pressure if required. The body is standard with only the wheel arches flared to give clearance for the 13' x 205 mm racing slicks and the front air dam modified to accommodate the radiator. The gear shift has been moved back closer to the seat for better access and a more direct feel (it now has far less of that 'famous' vague Renault shift feel). The front boot area contains a 20 liter fuel tank, battery, two Bosch electric fuel pumps and the brake master cylinder with booster (VW Golf Mk II). The radiator is front mounted at an angle under the car with the water lines running through the car interior (well insulated!) to the header tank and engine at the rear. The motor is a slightly modified Renault 16TS with two Weber 45 side draught carbs fitted to Alpine intake manifolds. The exhaust is tuned length branched (four into one) and ceramic coated to reduce heat with a small baffle to reduce the noise levels and to give sufficient back pressure. The head is standard 16TS but the ports have been worked to improve inlet and exhaust gas flow. I am presently running with a 3/4 race camshaft with VW Passat pistons with slightly modified crowns and with the skirts cut away to give clearance for the crank lobes - bore and stroke remain standard. The ignition is Bosch electronic. The sump has been fitted with baffle gates to prevent oil surge and an oil cooler is fitted to reduce heat build up and to maintain oil pressure.





Plein Air

By Martin Hergt

I thought you might enjoy seeing a picture of my 1968 Renault 4 Plein Air with 12,000 original miles on it!



Paseo Ajusco

By Francisco Miranda

The first Saturday in February some friends of the Club Gordini Sport organized a tour to the Ajusco, a nearby scenic ride. They kindly invited me and we had the opportunity to drive our cars in the uphill winding road and spent some time with the Renault friends eating some traditional Mexican appetizers, like quesadillas, tacos, hot soup, etc. It was a rather cold morning, I guess some 5° C (some 40°F), and so the chimney at the restaurant was rather welcome.

After eating we continued for about half an hour for the picture session. It turned out to be a nice leisurely afternoon with friends and Renaults. Hopefully next time the weather will be a little warmer.



News from France

By Marvin McFalls

No this isn't the latest news out of Billancourt; this news is from Colligny the little village in Lorraine where Club Member, Claude Campas, lives. You may remember Claude and his father Jean-Jacques were regular contributors to the newsletter a few years ago and they hosted us on our trips to Paris. For one reason or another we haven't talked much in the last year or so, but I have recently received e-mails on a daily basis. It was great to hear from Claude and I thought many of you might also like to hear what the Campas clan is up to.

I guess we will start with the Renault business; Claude still has all his Renaults including the Clio RS, Twingo, and R5 Alpine, along with all his other Renaults. However his brother Marc made a tremendous find. One day he past an old shed and noticed something that looked familiar. He stopped and took a look and it turned out to be a R15. After speaking to the owner, he decided to purchase the car, thinking it might make a good project.

However when he brought it home Claude suggested they put a battery on it and see what it would do. It actually started up running for the first time in 25 years. While it didn't run real well on dead gas it was alive. After adding some fresh fuel, rebuilding the water pump, and a few other adjustments and a whole lot of cleaning Marc was able to put the car back on the road. While we wish we all could find a turn-key barn find it appears that Marc has done it. Recently they drove from Colligny to Reims. However if you can't find your own R15 in a shed you may soon be able to buy Marc's. He and his wife Josepha just welcomed their second child Aimie. So he is considering selling the 15 and his R4 and maybe buying a Renault Avantime like his father has. They have become very inexpensive recently due to their high expense of repairing them.

Speaking of Jean-Jacques he also recently bought another car. After retiring he decided to buy himself a big American car for his daily driver. As many of you may remember he owns a 1972 Buick Riviera. While he hasn't made much progress on the restoration, he recently found a new Riviera for sale in Rome. While it is a 1996 model that had been imported about 8 years ago it hadn't logged 10,000 km when Jean-Jacques purchased it. After returning from Rome (1600 km) with the car it took about six months of procedures and negotiations to get it registered in France. Now he can be seen tooling around Colligny in a big America Buick.

Back to the expensive repairs on the Avantime I mentioned earlier. Claude, Marc, and Jean-Jacques are preparing to change the timing belt on his car. This requires removing the transmission and motor from the car. Claude says it is about a three day job and cost thousands of Eu-

ros. This is why you can pick up one cheap when it comes time to replace the belt. Luckily for Jean-Jacques he has good mechanics in the family.

Well I believe that all the latest news on the family, so I will now tell you what Claude is up to. He is getting ready to move into his own place. Besides that he still dreams of owning a muscle car, along with the very favorable exchange rate and high prices being paid for R5 Alpines he is considering selling his Alpine and using the money to purchase an American car of his own.

He was planning on buying a new Mustang GT, but France recently passed a new tax on cars with V8s. Currently it is a one time tax when you buy the car, but they are considering making it an annual tax. So out the window went that idea. Now he is back to his original plan of buying a classic Dodge Challenger not the all new retro model. He is currently looking for one online, but if anyone knows of one for sale locally in your area please let him know.

I invited Claude to join us for our upcoming reunion event in Tennessee October 17-19. He says he would like to attend. He says and I quote "The dream is to come in October and drive my muscle car on the Dragon. And after put it in a container in NY bound for France. Daydream...."

Claude, here's hoping your dream comes true, if not we hope you can make it to the show. Let us know what is going on in the future. We love hearing from you. If you want to send Claude a message you can e-mail him at claudcampas@aol.com ☺



The Latest on Mike Keenly

By Marvin McFalls

I believe the last time I saw Mike was when I attended the Monterey Historics. That was three or four years ago and at the time Mike showed off his latest addition to his collection the T16 Peugeot Turbo. However at the time he was considering selling it and acquiring a Renault Sport Spider which he later did. Then I didn't hear from Mike for a while but every time I turned around I saw his cars. First was the T16 at Carlisle a couple years ago and then last fall at Woodley was has Sport Spider.

Mike had decided to give up the comforts of the limited production French Sports cars, for a real racer. He decided to get on of Renault Sports latest and greatest creations the Clio V6 Trophy. The Trophy was a specially built factory race car that competed in a competitive series throughout Europe in 2003 and 2004. After the series completed many of the cars changed hands to individual owners and Mike was one of the lucky guys who got his hands on one.

He didn't give me all the details but the photos he sent me say GPI Imports so I guess that is where he obtained it from. I did a story on the trophy a few years ago, but to refresh your memory it is mid engine V6 built up off the production Clio V6 which came with a 255hp engine. With the racing package the Trophy feature more than 300 hp plus is fully race prepared. It definitely falls under the heading of pocket rocket and lives up to the legend the R5 Turbo.

Speaking of the R5 Turbo Mike still has his R5 Turbo. I believe 2009 we will try to put together an event in Northern California so everyone will have the opportunity to see this rare Renault racer. Thanks for the update Mike and stay in touch. 🍷







Rat Rod LeCar

By Marvin McFalls

For those of you who aren't familiar with the concept of a rat rod, the history dates back I believe to Southern California. Sometime after WWII the first kind of Hotrods were being built. Generally you would take a Model T or some other four cylinder smaller car from the 20s or 30s and drop the biggest engine you could find in it generally a flat head Ford or what ever else you could find. Being that these guys were young with limited resources their cars would have big motors but generally were in primer rather than paint. Luxuries such as windshields or even doors were sometimes not included. Anything they could think of to make the car lighter for racing. These guys were the pioneers of what would become the sports car era.

Our own Mark Ashcroft of Broken Bow, Oklahoma has created his own version of Rat Rod Renault LeCar with a R5 Alpine

Atmo engine. Needless to say this is one of the most powerful engines you can stick in a LeCar along with the black primer it pretty much fits all categories of being a Rat Rod.

Nice job Mark, the Rat Rod has become a thing of the past, replaced by the modern street rod with lots of chrome and shiny paint. ☺



Reims Car Show

By Claude Campas

With much anticipation my brother Marc and I decided to travel to Reims for the annual car show on March 8th and 9th. We made an early start all tolled the trip was more than 400 kilometers. We decided to drive Marc's recently discovered R15. This was the most the car had been driven since 1981. The car preformed great and we had a wonderful drive.

Once we arrived at the show we didn't find many Renaults. However there were two cars that really caught our eyes. The first was a 1963 Henney Kilowatt Dauphine. While I am sure many of you have seen these cars in America, in France they are very rare. Sorry for the poor quality of the photos the display stands were very small so taking good pictures were difficult. The car was recently shipped over from New York, and it was one of the most popular displays of the show.

The other Renault that caught our eyes also had spent some time in America. The car had been originally raced in a rally in the United States. The car was being displayed by Amicale R15 - R17. This is a well known club in France. The car had been completely restored and I would guess it looked even better than new.

We saw many other classic cars at the show that day and by the time we arrived back in Coligny we had logged 420kms on Marc's R15. I still can't believe how good of shape this car is in after sitting twenty-five years. 🍋



Around and About: An Introduction

By John Waterhouse

“Who is this Jacques?” my friend asked. “Not sure,” I replied. “California seems a strange place to be selling 4CV parts.” I suppose in France they would say much the same about Renaults in Australia! Yet Renaults were sold in Australia in the early years of the 20th century, and several models were assembled in Australia in the 1950s, 1960s and 1970s.

Here in Australia, I think those of us who even know there is a Renault club in North America probably are aware in part because of Jacques Renault Parts. Some of us even have a calendar on the refrigerator!

A purchase here and a purchase there, followed by a bit of communication, and suddenly we realised that there was another group of people with their passion for Renaults, and after an exchange of emails, I sent a short article for your magazine on my trip across Australia in my 1964 R8.

My job as a hydrogeologist has me travelling quite a bit, and Jacques asked me if I'd be prepared to write a column for the magazine. “I'd love to,” I thought, so here we go!

I have a 1951 4CV that I bought for \$60 in the middle of 1966, the year I finished High School in Adelaide, South Australia. (see picture on back cover) Alex (my wife) and I went on our honeymoon in our 4CV, back in 1970. The car spent 12 years in our National Motor Museum (about 1977-89) and we re-acquired it (for \$10) when the museum re-arranged the focus of its collection, shortly before we moved to Western Australia. So I have owned my 4CV for 30 of the last 42 years and drive it reasonably regularly. It is an early example of the R1062 model (number 38264).

My wife and I also have a 1964 R8 (the early 956cc R1130 model). The R8 was bought in April 1973, so we have owned the car for 35 years, and are in contact with the first owner, in Adelaide.

We belong to a local, Western Australian car club, SIVA – the Special Interest Vehicle Association – because we don't have a Renault club in WA. SIVA includes some wonderfully diverse people and cars, like a Messerschmidt and at least two examples of the NSU Prinz. I also belong to the 4CV Register of Australia, started about 20 years ago, and initially linking 4CV owners (near 100 of us around the country). Now the Register has been expanded to accommodate all rear-engined models, which all descend from the original 4CV. A few R4 models appear at our Musters, and they of course share more or less the same transaxle arrangement as the 4CV.

I will try and write a regular column on Renaults I come across in my travels – thank you so much for inviting me

to join your group in this way. I hope we can build links between our Australian Renault group and yours in North America. ☺



Pictures from around the world:



By R8 to Cowra

By John Waterhouse

It has been a good year for car things! First Retromobile in Paris, a lucky chance of timing, and then a long-planned drive from our home in Perth, Western Australia to Cowra in New South Wales to attend the 10th 4CV Muster. The 4CV Register of Australia was set up about 20 years ago with initiative from George Cook in Canberra to cater for the Renault 4CV (the "750" in Australia and Britain) and the club (<http://4cvregisteraustralia.org/>) has recently been expanded in scope to handle all the rear-engined Renaults.

In a moment of silliness I decided that since no WA car had ever attended a Muster, it was time to do it. And since tour 1964 R8 was now eligible, it was a completely sensible car in which to drive the 3,700 km to Cowra.

Happily, Peter Olsen from Perth was also going with Colin Redmond, from Adelaide, both long-term 4CV owners. My driving partner and school friend, Paul Harvey, had an R10 in the 1970s (a white, square headlamp car) after his time with a Simca Aronde, and this was followed by a 16TS, a 20, a Peugeot 405 and currently a 307). Paul is therefore well-qualified to drive an old French car across Australia to a Muster and to enjoy it! Many thanks are due to Paul, who is probably deeply in love with rear-engined Renaults again.

And so the R8 was driven about 5,500 km from Perth to Cowra and then to Adelaide in South Australia (and trucked back to Perth to save me another 2,800 km). The car behaved nearly perfectly. It used exactly half a litre of oil in the whole distance, which is acceptable for an engine re-built in 1989 and which has since covered about 50,000 km!

We left Perth at 6 a.m. on the Sunday before Easter – April Fool's Day as it turned out. That night we stayed in a motel in Norseman, some 800 km east of Perth, having travelled in parallel with 3 Riley owners (and cars) en route for Naracoorte in South Australia. In the opposite direction came a horde of Morris Minors, heading for a gathering in Perth, also at Easter. Some of the Morris Minors even came from as far away as Queensland! The thought of driving a sidevalve Morris Minor that distance made us glad we were in the R8!

We crossed the Nullarbor Plain, revelling in the great cliffs that are near the road just east of Eucla. The great Southern Ocean rollers crash against the cliffs and I have seen fur seals, dingos and one albatross there in the past. A wonderful place.

Four days later we arrived late afternoon at Cowra. Fuel consumption had been about 10L per 100 miles (6 – 6.5 L/100 km, at about 90-95 km/h).



Preparation – cleaning radiator!



A rare polish for the R8 (chrome anyway.....)



Madura Pass – 1,200 km from Perth

It is hard to explain how pleased I was to attend the Muster, having had a love affair with rear-engined Renaults since 1966.

I don't know exactly how many of what models were present, but it included at least 20 Renault 4CV models, ranging from superb to good working order, with one 16TS-powered car that John van Halteren would love, 4 Florides, a Turbo V6 Alpine GTA from Cairns (43 mpg at the speed limit!), one R4, a few Dauphines (including one with a working Ferlec electro-magnetic clutch) and Dauphine Gordinis, one R8 and one R10.

The JET speedboat was there, holder of many Australian speed records and powered by an extensively modified 750 engine, with 13:1 compression (pistons with extensions into the combustion chambers, extra valve springing on top of the pushrods, oil jets to each cam lobe and on and on).

For me the two highlights that stand out, among many, were the arrival after dark of two immaculate Florides, that swept out of the night beside our barbeque and a superbly original 1949 Renault 760 (model R1060) with less than 30,000 miles on the clock. Its owner also has a Panhard Dyna and a Tatra so would well and truly qualify for SIVA membership! His 4CV was for me a fascinating car, almost identical to my own 1951 car (model R1062) but with sliding windows and a slightly different instrument cluster. For originality it stole the show.

After two days at the Muster, Paul and I drove back to Adelaide, where Paul lives, our only problem being a puncture in Victoria. The features of that part of the trip were a visit to taste the wonderful wines of Stanton and Killeen at Rutherglen and a drive through the Barmah-Millewa forest on the River Murray.

All in all, it was a memorable trip, and the first long drive for our R8 in about 26 years.

The final pleasure was a visit to the first owner of our car (and we are the second), John Williams, in Adelaide. John had cherished the R8 from new, and we last met in 1973. John recently acquired a superbly restored, nearly original R8 1100 and, to say the least, he was delighted to see the red car again after 34 years! 🍷



WA Contingent



Nullarbor Plain



Colin Redmond



Nullarbor Cliffs



Near Cowra



JET running



JET engine



Car line up – Alpine GTA V6 turbo at front



Simca Aronde wagon at Peugeot gathering



4CV line-up for drive through Cowra



4CV rear view



1949 4CV (R1060 – Renault 760)



Florides (2 of 4 at the Muster)

As I mentioned previously, I am a hydrogeologist, which means that mostly I work on exploring for and developing underground water supplies, and on dewatering open pit and underground mines that have been developed deeper than the water table. I have just finished a job in the Sahara Desert in Mauritania (bet you'll need the atlas for that one), where there is a remnant population of very battered R4s and R12s in a small town called Zouérate, built by the French in the 1950s-1960s.

My main activities right now are a large coal mine in Indonesia and a copper-gold mine in Laos, bang on the old Ho Chi Minh trail near the border with Vietnam. The area is absolutely solid with unexploded bombs but the mining folk have a good system for finding and dealing with them, I am extremely glad to say! Surprisingly to this point I haven't found a single old Renault but I did find one 403 Peugeot that hasn't been on the road in quite a while. I will continue to look for more old Renaults in my travels and report on them in future issues. ☺

➡ More about John Waterhouse



The Zonker 4CV

By John Zibulka, Cincinnati, Ohio

I am trying to restore this TQ midget. TQ means three quarter. I have been told it may have raced in Cincinnati Ohio in the 50's. It has a 4CV 750c.c. motor hooked to a Crosley 3 speed with reverse. Crosleys were made in Cincy. Has a Crosley front axle and rear differential. Uses 13" wheels and has slicks on it now. I believe it to be homemade.

I am restoring a couple of other racers also. One has a Simca Super Flash motor. I will send more pics. ☺



"I have a 1951 4CV that I bought for \$60 in the middle of 1966, the year I finished High School in Adelaide, South Australia. Alex (my wife) and I went on our honeymoon in our 4CV, back in 1970. The car spent 12 years in our National Motor Museum (about 1977-89) and we re-acquired it (for \$10) when the museum re-arranged the focus of its collection, shortly before we moved to Western Australia. So I have owned my 4CV for 30 of the last 42 years and drive it reasonably regularly. It is an early example of the R1062 model (number 38264)."

— *John Waterhouse, Perth, Australia*



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