

# Renault News

**88**  
**Summer**  
**2008**



Report from Huixquilucan 2008

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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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US\$15 for 1 year online membership: worldwide

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## Renewals-Registry Information and Address Changes

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Summer 2008 Member's Only section:

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O'Brien, Edward

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## Everything Tastes Better Cooked Outdoors

By Mr. Snak

**Y**es folks, this is a man's barbeque. That's Tim Kowalec firing up Chrysler Group's one-of-a-kind HEMI-powered grill at an event to announce the top five finalists in the company's 2005 "What Can You HEMI?" contest. Until the event, the HEMI engine was only found in Chrysler, Jeep or Dodge vehicles. With the power and torque of the 5.7-liter V-8 HEMI engine, the grill can cook 240 HEMI dogs in three minutes and is covered by more than 330 square feet of steel.

The contest involved people sending in concepts for machines that could be powered by a 5.7-liter HEMI V-8 engine. Five of the best ideas became semi-finalists and Chrysler engineers then built working models of the concept machines.

The event was won by a Hemi-powered trike with a custom 4-foot wheel but some serious machinery filled the placings – such as the Hemi Snowblower and Hemi paper shredder. 🍷



# Tenth Anniversary and Reunion October 17-19th

By Marvin McFalls



**S**ince announcing this event we have received many RSVPs from as far away as France, as well as many questions. At this point an update is in order as well as a brief description of the weekend's activities. The event is open to everyone, but we are also encouraging people that attended previous meets to come even if they no longer own Renaults. Ten years ago we held our first meet outside of Southern California to celebrate one hundred years of Renault. The event took place in Lenoir City, TN and since then we have met every year in various states and countries. This event is intended as a celebration of all these events and a reunion for all the friends we have made.

At the same time it is also for Renault enthusiasts, so we have many exciting events planned. On Friday we have planned a day of exciting driving through the Smoky Mountains. As we did a decade ago, we will drive "The Dragon" and stop by Fontana Dam as well as drive a few roads we didn't include in the original tour. Whether it's just a leisurely tour to enjoy the changing of the leaves or a hard core drive through 118 curves in 11 miles, this tour will offer it.

On Saturday morning we will drive to Nashville. Our good friends at the Lane Museum are also celebrating an anniversary. It was five years ago when they opened their doors to the public for the first time. They have an entire day of exciting activities planned and we hope our guests

will enjoy the finest collection of French cars, as well as one of the most unique collections in the United States.

Sunday, we will have a car show featuring a wide variety of Renault models as well as other Renault powered makes such as Alpine, Matra, and others. Along with the car show we will have a swap meet and picnic. This has always been a favorite at past events. At this point we haven't decided where this will take place, but there are numerous scenic vistas in the area.

We understand with the high cost of gas, driving long distances is difficult, so if you just want to join us for one day that would be great. This is part of the reason behind holding the event in two different parts of the state with a wide range of activities.

Finally, along with all these great anniversaries, 110 years of Renault, 10 years of events, and Five years of the Lane Museum, I too am facing a milestone. On October 18th, I will be turning 39 years old. While for me personally, I am not sure if this is the last hurrah before Middle Age, but many of my friends and family have insisted we have a party. So at this point, I would not be surprised if we have cake on one or more occasion during the weekend.

If you can attend, I promise you it will be a memorable weekend. 🍷



# 1914 Renault Model EF

By H. DeWayne Ashmead



**R**ecently I was invited to be a judge at the 2008 Concours d'Elegance of the Eastern United States. It is held in Bethlehem, Pennsylvania each year and is considered by many to be one of the best automotive shows of its kind in the United States.

I flew into Philadelphia and then drove north to the Allentown/Bethlehem area a few days before the show. I wanted to visit some automobile friends and see a few private car collections that most people never have the opportunity to see.

One of these private collections is owned by Mr. John "Jack" Rich. He has a private museum in Frackville, Pennsylvania called the JRW Museum. It houses about 100 cars. Most are Classics®, but there are several brass era antiques and a few more "modern" automobiles. The collection is eclectic but that is what makes it so interesting. Jack buys what he likes. During my visit, Jack served as my personal guide which made his museum even that much more interesting.

One of Jack's most recent acquisitions is a restored 1914 Renault Model EF. Painted dark green and black, with lots of gleaming brass, Jack believes this was the way it was first presented from the factory. It is a work of art. The fenders are black patent leather. The seats were originally covered in black leather for the chauffeur and dark green leather for the passengers. Today they have been changed to light tan leather which are far from being period correct but compliment the car's color. It is absolutely a beautiful car.

This Renault was a chauffeur driven car which was originally purchased by a wealthy individual. While the chauffeur was subjected to the elements with no protection, the two or possibly three passengers sat in the back under a

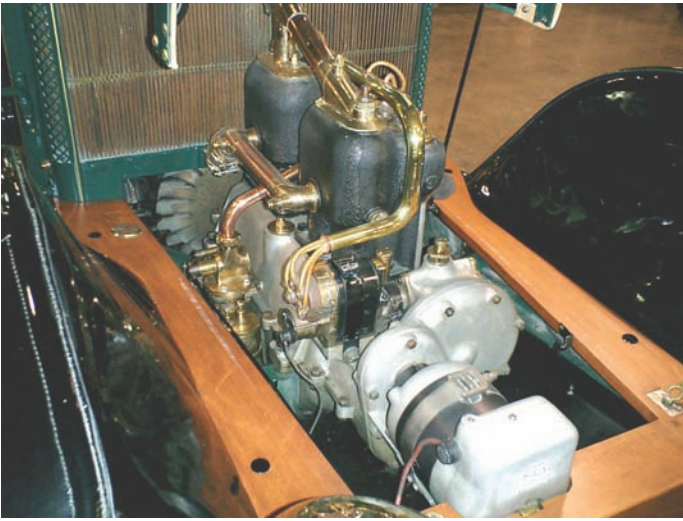


folding top. The car could accommodate two additional passengers who sat on a bench seat facing backwards. That would facilitate conversation between the passengers during their chauffeur driven trip. The elegance of the passenger area is seen everywhere from the seats to the decorative brass grab or assist handles.

The car rides on large wood spoked wheels with balloon tires that have a tread design. The tires are very modern for 1914. The wood spokes wheels, which were derived from the wagon industry, were considered superior to wire or steel wheels of the era.



The engine is a two pot, or 2 cylinder design with two spark plugs per cylinder. It is cooled by a radiator that sits behind the engine and in front of the gas tank. (Engine > radiator > gas tank > firewall/dash > chauffeur.) Very little of the radiator is exposed to the outside air. Most of it is covered by the hinged hood. When I questioned how efficiently this design would have cooled the engine, it was



pointed out to me that the fly wheel had vanes on it which served as a fan to draw air into the engine compartment and probably through the enclosed portion of the radiator. It follows the same principle as fans on modern radiators.

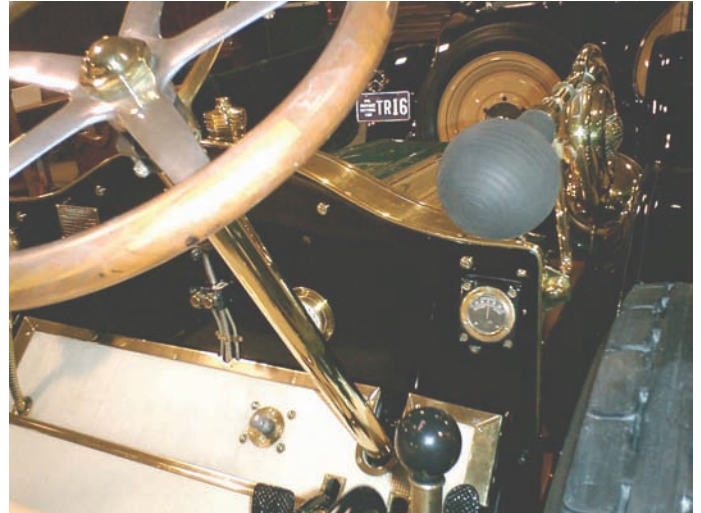
The gas tank is located behind the radiator just in front of the wood firewall/dash. At first one would think that is not a wise place to locate a gas tank but it actually makes sense. While it is near the engine, it is separated from the heat of the engine by the radiator. Fuel pumps hadn't been invented yet. Gasoline to feed the engine had to be pulled from the gas tank by a vacuum or pushed by pressurizing the gas tank or, as in the case of this Renault, use gravity to feed the carburetor. The gas tank is higher than the engine and thus feeds the motor via a gravity system. For this gravity system to work, the gas tank has to be close to the engine. Renault tried to engineer safety into the design by placing the radiator between the gas tank and the engine. There was less chance of fire without compromising the gravity feed system.

The transmission is a 3-speed "crash box". It transfers power to the rear wheels via a drive shaft and conventional differential.

Since the prevailing attitude of the period was that front brakes were "unsafe at any speed," this Renault has only rear wheel brakes. They are a mechanical compression type that contract against the brake drum. Having driven cars with this type of braking system, I can attest to the fact that panic stops are impossible. One has to think about stopping and then take the appropriate action long before the event actually occurs.

The chauffeur can monitor the speed of this automobile by looking at a speedometer that is mounted on the floor board of on the left side of the car dash. It is driven by a fiber gear attached to the front wheel. If he needs to warn anyone of his approach, he can do so with the rubber bulb horn located next to the steering wheel. The chauffeur sits

on the right where the rest of the gauges (clock and amp) sit on the firewall/dash.



This Renault was a luxurious automobile built for a wealthy client in 1914. When the car arrived at its destination and the chauffeur assisted its wealthy owner to exit, everyone knew that person had arrived. 🚗





# A310 Restoration: Spurred Into Action

By Mike Deak

**A**s some of you know, my A310 is a bit of an oddity. It was used by DeLorean Motor Company and their subcontractor, Legend Industries, as a test mule for developing a twin turbo version of the PRV engine that was fitted both in the DeLorean and a A310. This was "way back" in 1981. It was never to make it into production as DMC's spectacular blowup dashed those plans the following year. Sadly but not unexpectedly, interest seems to build in a car once with founder dies. Since John DeLorean left us, this has been the case for his DMC-12. Last summer I found out there was a buzz in the DeLorean community about the rare turbo cars that were prepared by Legend (There were 2 or 3 DMC-12s and my A310).

Shortly after I posted pictures of my car last May on a Hemmings website, I was contacted by a bloke from PJ Grady Europe, and DMC specialist in England, who was excited to have found "the long lost" 310 Legend car. Not long thereafter, I got a call from Eric Schneider. This was a real surprise, as I hadn't talked to him in probably five years. Eric a A310 owner and currently had been searching for a PRV engine for a A310 project he was in the middle of, apparently got back the Alpine itch. His search lead him to Marc Levy. Marc had a spare PRV kicking around, as he decided to shove a Nissan 350Z motor into his DeLorean instead! (Well sort of kind of still in the Renault family at least). Turns out Marc also owns a second DMC-12 with an aftermarket twin turbo kit. Predictably then, Marc found



out about me from Eric. Another circle complete. The bizarre coincidence though, is that when Marc called me I was just five miles away from him in New Jersey, on the parkway, driving towards my brother's house. Of course I had to visit Marc, and saw his cars a few days later.

My poor 310 had been mothballed in Texas since I moved to New England nine years ago. After being prodded for years by many friends about when I was going to restore the car this visit with Marc finally gave the kick in the but I needed. Marc impressed upon me that they really, really, really would like to see my car at the June 2008 DMC national meet in Gettysburg, PA, regardless of what condition it was in. That condition happened to be sad, since I drove it into a small tree just days before leaving Texas, and the





paint in general is basically shot. Since it would be an unbelievable twenty years this October that I bought the car, I figured a full restoration was long overdue.

This past November I headed down to Austin, Texas and rented a truck. In went the A310 with the aid of a lift. These lifts are great and really affordable for less than \$2000 the lift can be moved around on wheels, where there is no car on it of course. Good thing the A310 is so low profile and I nearly did not have the room to clear the garage door. I was close to having to let the air out of the tires! Anyhow, it worked, and with some unauthorized modifications to the truck to allow strapping down the car, I was on my way to New England. I made a few stops first visiting friends in Dallas and then a stop in Tennessee to deliver a Renault Engine to Marvin McFalls. Following a good night's rest at Marvin's I was back on my way to New England.

My long time mountain biking friends run a racecar and tuning shop in New Hampshire called Synaptic 3 Engineering. They've taken on the restoration. All the suspension bits are off the car and the engine/transaxle is out. Now what's left entered the body shop. I was hoping to do a fair amount of work myself, doing what I could on the weekend (and providing good material for future tech articles) but unfortunately due to the adverse legal atmosphere we have in the states and potential insurance problems my friends can't let me do anything in the shop. As it is, I have taken the engine/transaxle offsite. Fortunately the motor is in very good running condition so I don't have to go "inside". Still there will be plenty to deal with. I also have to rebuild the brake calipers, so there will be material to write about for future issues. I look forward to the show in June weather I have to truck or should I be able to drive the one of a kind Renault Alpine to the DeLorean show. 🍷





# American Racer

By Marvin McFalls



**W**hen you think about American Renault racing you might not think of Greece. When you think of successful American Renault drivers, the name John Limberopoulos should come to mind. John and his son Terry have built and raced Renaults most of their lives. They are still probably the best and most knowledgeable Renault racing mechanics in the country. For John it all began on December 5th 1938 in the Peloponese near Sparta, Greece where he still owns a house. His father, Sotere, was also a mechanic in Athens who worked on many foreign autos including Renaults. An American born mother, and civil war in post WWII Greece, persuaded John to come to the states in 1956. In the early days he worked in a L.A. garage, which also sold Alfas and Fiats, and later he honed his skills in the garage of a big dealership in Galesburg, Illinois.

John married, moved back to California (Long Beach area) and had three sons and a daughter. In 1967 he first began to race 1300cc Gordini 4CV's in the mini-stock half and third mile oval tracks. He raced at Bakersfield, San Diego, Santa Clarita, San Bernardino, and Irwindale. His fonder memories include regularly beating the pants off Porsches and the one time in his 1300cc 4CV, he lapped Roger Mears (brother of Rick) in his 2100cc VW two and half times! In 1971 alone, his speedy little 4CV won 28 of 30 mini-stock events.

Better times were ahead for John when he purchased and raced his blue (lucky # 01) 1967 R8. He progressed in engines from an 1100 to Gordinis of 1100, 1300, 1600 and finally a 1800cc. John won and won not just because he

raced Renaults, and was a fierce competitor, but because he, and later Terry, custom made their own high performance parts. He grinned and told me how Renault would graciously send him racing parts, but he would rarely use them since, quite honestly, he could make better ones himself. It clearly must be an advantage to be both driver and mechanic for your racecar, but it also requires an incredible amount of work and dedication.

He won a total of five California championships in 1967, 70, 71, 73 and 1974; the last two were NASCAR sanctioned series. This was an incredible accomplishment for both John and Renault. When John heard the series would become NASCAR and bring in stiffer competition, he was quoted as saying – "This should make it more exciting, and we welcome them. Actually, it has been getting to be pretty routine for us winning, three races a night". The statement demonstrates John's highly competitive nature, and maybe a touch of his bravado. The blue R8 further distinguished itself by John setting two track (speed) records at Orange Show and 605 speedways. In 1973 after tweaking out over 165hp from his Gordini engine, the little R8 was showcased in something of a David versus Goliath. John raced a 427 cubic inch NASCAR Chevrolet for ten laps and... you know who won. Another time, John did a steeple jump at Ascot speedway. Yet another time he flipped his R8, but not for show. His axle broke which tossed him over, heavily damaging the car and even throwing the windshield into the grandstands (but strangely landing unbroken). John didn't fair as well, but luckily he also had nothing broken.

Life has thrown some curves at John, so it hasn't all been winning championships. Sadly, John lost his wife, a daughter, and a son many years ago. John retired from racing in 1985, and his son Terry continued the mini-stock saga in 1991 in his 1970 R8 Gordini #07. Terry had his own successes and set an absolute track record at Irwindale speedway. And in 2002, Terry won his own mini-stock championship in his thirty-two year old R8 #07. Terry emphasized that racing is more competitive than people realize. He showed me a picture (below) of the R8 after getting clipped by Guy Tripp in a very heated race. Here is an excerpt from the night of August 31, 2002 at Irwindale speedway by Tim Kennedy:

The most controversial race of the night - the Modified 4's - took place on the third-mile track. Season-long adversaries and track championship rivals Terry Limberopoulos and Guy Tripp were center stage again. Defending Mod 4s Champion Tripp trailed Limberopoulos by only eight points (424-416) entering the race. Limberopoulos came from third starting spot to lead laps three-33 of the scheduled 35-lap race.

A two-car collision on lap 32 resulted in two laps of caution that put fourth starter Tripp on the back bumper of leader Limberopoulos. On the lap 34 green flag, Tripp's Ford Pinto tapped the back of Limberopoulos' Renault as he left the second turn. Tripp promptly hit the Renault a second time, flipping the Renault onto its roof on the backstretch. Tripp's Pinto raced by into the lead as the red flag appeared. Fans booed Tripp loudly.

It was the third time this season the two drivers tangled while racing and the second time Limberopoulos

flipped as a result of contact from Tripp. Last week as leader, Tripp and second place Limberopoulos came to the checkered flag while lapping a slower car their cars made contact. Tripp got out of shape briefly, allowing Limberopoulos to finish first

With the history of their tangles to draw upon, officials disqualified Tripp, bringing a chorus of cheers and applause from the crowd.

Officials summoned a tow truck to remove Tripp's Pinto from the front straight when he didn't drive to the pits immediately. As the tow truck arrived Tripp restarted and drove to the pits.

What a great legacy of Renault racing the Limberopoulos family has left us. This is not to say they have been the only ones. John was quick to point out that a great Renault contemporary of his time Jerry "Snuffy" Smith had his own success with the little French cars.

John is now married to his lovely wife, Polly, and has added a beautiful daughter, Jamie, to the fold (now 7 years old). He resides near the little river town of Hermann, Missouri. "Limberopoulos Racing" is located a few miles outside of Cuba, Missouri where John and Terry continue to make racing parts and restore Renaults. If he's in, the Fuego will be sitting outside. At anytime in his garage he may be working on Alpines, R8's, or R5's and always way in the back is old #07. Right now he has my 1967 Dauphine. I can always count on hearing "well, no problem if we can't find the part we can always make it .... But that will cost you". 🍷

## ...From Judy Napolean

**F**antastic job on bringing The Renault Owners Club website up several notches, particularly the Marketplace. It's a pleasure to use!!! Hope all is well with you and yours. Have a great summer and enjoy those Renaults. Here are some pics of ours. T&J. 🍷





# Carlisle 2008

By Marvin McFalls

**A**s the old saying goes, absence makes the heart grow fonder. For me this can't be anymore true than when it comes to the Carlisle Import Nationals. On and off for more than fifteen years I have attended this show. While a scheduling conflict kept me away last year, as the calendar turned to May all I could think of was returning to the fairgrounds. As the years go by the crowds have gotten smaller and smaller at Carlisle, but thanks to the Central PA Renault Club we have maintained a steady showing, generally between twelve and fifteen cars and more than twenty owners. This year was no different. We had a total of twelve vehicles. Considering the terrible weather we had during the weekend, I consider this a strong effort.

On Friday morning I headed over to Sam Stuckey's house, who himself had contracted a good case of the Carlisle itch after not attending for several years due to poor health. We decided to drive up in Sam's most recent acquisition, a 1981 R18i wagon. For many of you this car should be familiar. For the last twenty-seven years or so, it had belonged to Ray and Nancy Dietz. Over the years this little wagon has shocked crowds winning more than one Renault car show. With much regret Ray decide to pass on Bleu-b, the nickname Nancy had given the car decades earlier. He decided that Sam would give the car a good home, and now we were heading for Carlisle, the home of one of its many victories. Before we left Tennessee we had to make a quick stop to pick up the club's brand new canopy. As it turned out, this would be the perfect test with the lovely weather we encountered in Carlisle.

The trip up was uneventful with almost no rain until we entered Pennsylvania. By the time we reached the fairgrounds it was raining fairly steady. As we were checking in we met Nick Chennelle. Nick had driven down from Rochester, NY in his daily driver Fuego. Unlike us, Nick had faced heavy rain the whole way and this light shower wasn't about to deter him. As we began to unpack the canopy, almost on cue the winds picked up. After much effort we decided to wait until the morning to raise it. So we said goodbye to Nick and made plans to meet for breakfast at the Middlesex diner. Following a decent night's sleep we awoke to see sunshine and the wind had died down, thinking maybe today would turn out good.

After stopping by the fairgrounds to finish assembling the canopy, we headed for the diner and our rendezvous. Many of the usual suspects were already there, including John Vogler and Don McLaughlin who both drove GTAs, Lee Weaver, another regular who had brought down his very nice Dauphine. Also not too surprisingly, Lloyd Mathis had made the long drive from St Louis in his better than new Black GTA. Right after Sam and I sat down, Nick found us as well as Mike Gipe, another local member who was driving his Red GTA Convertible. We had a decent breakfast and some stimulating conversation, then decided to head over to the fairgrounds. When we arrived, we lined the cars up in front of the tent. John





helped me stake down the tent and put up the club banner and various flags. We also had a snack table as well as table displaying our club magazines, applications, and photos from previous meets. Everything looked perfect. Then as if on cue, the sun went back behind the clouds and the wind began to blow again.

On our way to breakfast we had passed an R16. We found out later that this car belonged to Michael Cotton. He had driven the same car down last year, and John and the guys had found the bushings for his steering rack lying inside the engine compartment. Michael reported to us that car drove so much better after last years repairs. If one R16 isn't rare enough, this year we had two, as Les Woods decided to drive his at the last minute. He had planned to drive his R4 but he hadn't had his R16 out in a while and once you start driving one it becomes quite addictive. Les obviously made the right choice as his car attracted some reporters and I am sure we will see it featured in a magazine later this year. Also attending for the second year in a row was Christopher Stowell. Last year his 4CV was a big hit, and he brought it back. He told us he recently bought a second 4CV which he is planning to restore, as well as an R10, which he hoped to transplant the drive train into his 4CV.

Now I guess its time we mention the exotics. The newest Renault at the Show was a Winnebago LeSharo. This is the second time we have had one at the show. If that wasn't a coincidence we also met C. E. Cooley Jr, another LeSharo owner who became our newest member. C. E. came in from Uniontown, Ohio for the show. As it turned out, we saved the best for last as Brian and Shannon Peters arrived in their French Racing Bleu R5 Turbo I. Brian and Shannon are from Washington D.C., but Brian had ordered a special tag from the Principality of Monaco, so at first I thought maybe he was a diplomat. Hhe had found a place online that sold them and it actually had his D.C. tag number on it. He bought it a few years ago and put it on when he went to a show. Anyway, he forgot to change it back and no one ever questioned him on it. I guess it is quite common for cars to have foreign tags in D.C., which is full of diplomats.

With everyone present, we decided to meet back up at 1PM for our afternoon activities. This gave me about an hour to check out the show field. As always the Citroen club had a good showing with approximately twenty cars. We also had our first Simca in a while, a 1000 model parked next to Michael Cotton's R16. Even the Peugeot club had a solid turnout. Probably the nicest display was also the smallest. The Micro car club only had five or six models but they were all top quality and included a few rarely seen models. As for the other makes the numbers were way down. This year's event theme was "The British are Coming" But other than a few more British car part vendors than normal they took up their normal spot next to the kit and Italian cars. The Fiero club, which normally has hundreds of cars, wasn't much bigger than twenty cars. The two clubs that seemed to have a decent turnout were perennial strong showers, the Opel club and





the Saab club. I will tell you the Saab club would have had no trouble signing up new members, all they would have had to do was offer free food. The aromas coming from their grill were incredible and I would estimate they had more than 100 cars, easily the largest turnout.

Well, with my quick circle of the fairgrounds complete, I headed back to the Renault tent for a quick snack and then it was time for the annual car show. With the quality of cars we had, I expected the voting to be close. After counting up the ballots, only two votes separated the top two cars. First place went to Brian and Shannon in the R5 Turbo, followed by Lloyd's Black GTA. We awarded third place to Les Woods' R16 and Honorable Mention to Sam Stuckey's R18i. I am sure back in Virginia Ray and Nancy were proud. Don McLaughlin prepared the awards this year, and as a sign of the times he came up with, "The Car I Paid \$4.00 Per Gallon to See." There was no question who was receiving this award, undoubtedly the most asked about car of day was Lee Weaver's Dauphine Deluxe. This car is as nice an original 1091 Dauphine as I have seen in a long time. Believe it or not, Lee found this car in a barn a little less than a year ago. After a few basic repairs he brought it back to life. While it isn't quite road worthy yet, he had more than a dozen people inquire about buying it. As he had it priced right, I thought it would change hands on more than one occasion. We stipulated to every potential buyer we expected them to bring it back to next year's show. As the day ended, luckily I believe, Lee was still the car's owner. I hope he decides to finish repairing the car and keep it for himself or at least sell it for current market value.

We had several regulars who were no shows. With the terrible weather I wasn't surprised to learn that Barry Timmons didn't come down in his Medallion. Also AWOL was Clayton Hoover. I will have to try to touch base and see what he is up to now. Last time I saw Clayton he came to the show in a BMW, I am starting to worry about him. Next I want to mention John Mullins. We had hoped he would make it by, but he is still recovering from a bad car crash. It was touch and go for a while as John was in a coma. Thanks to inadequate medical care John fell out of bed. While I don't want to make light of the situation when John fell out of bed it was actually a blessing. The bump to his head woke him up. While he isn't all the way back yet he is improving and John tried to get him to join us on several occasions during the weekend but he wasn't up to it. Hopefully we will see Mullins back in the fold next year.

While we missed several regulars we also had a few surprise guests. Back in 2005 we first met Angela Feltis. She and her boyfriend came over from Wisconsin. While I didn't have a chance to talk to her, Sam said he did and he was proud to report that she now owns two Renaults; an Alliance and a Fuego. It is great to see members travel long distances even if they can't bring their Renaults. We also met Ed Judd a GTA Convertible owner from Virginia. He is a customer of Sam's and he needed a new timing belt that Sam was happy to deliver. Maybe next year Ed will be able to attend in his Renault.





It had been a fun day, despite all the wind and threatening skies, the rains had held off. John, Lee, Lloyd, and a few others joined us for dinner, then we headed back to the hotel. After a good night's sleep we awoke to the sound of rain. We joined the gang back at the Middlesex diner for breakfast again Sunday morning. After breakfast we headed over to the fairgrounds and ran into Les Woods. With not much hope of the rain letting up, Sam and I decided to head home. We called John to let him know we were going and to remind him once more about this year's meet in Tennessee. We really had a great time seeing all our friends again, and meeting some new ones.

## Grupo Auto Francés

By Francisco Miranda

**L**ast June 31st, we had the monthly meet of the French Auto Group. As it is usual, we have the opportunity to talk with other French car owners and even German or Italian makes. A breakfast meeting to speak about the old automotive world.

I had the opportunity to unveil my GT4 (once again) and this time Alejandro Cortes and Miguel cacheux did the honors. A 1959 Peugeot 403 was also presented.

Virgilio Lopez came in his 1949 4CV. A beautiful nicely restored car taking care of every detail. An R12S for sale was offered. A beautifully maintained car in original shape and a good buy for someone interested in such models. 🚗

As we headed south, the rain seemed to stay with us most of the time. We had a few breaks in the action and we ran it to some powerful thunderstorms. By the time we made it to Knoxville, the storms had passed. It had been an exciting weekend. We worked hard trying to get the word out about the 10th Anniversary and Reunion on October 17-19. It is open to everyone and we hope you can make it. We really hope to see people who have attended previous events, even if you don't own a Renault any more. 🚗





# The Caravelle is a Winner!

By H. DeWayne Ashmead

I suspect that for many individuals a love affair with a Renault Caravelle is a learned thing and yet most of the elements are there to make the attraction immediate. The body design from Ghia/Frua is outstanding. The car was coach built. The suspension was improved over the years and engine displacement increased, both of which improved its sporting characteristics. Renault ultimately promoted the Caravelle S as a sports car. While it was never intended to be a high performance sports car, Sports Car Market stated it was ideal for Riviera crowd of that period.

Eric Dymock has written in his book, *The Renault Files*, that the Caravelle has come to be regarded as a minor classic.

Although 117, 113 Floride/Caravelles were built over the car's life time, they are not widely known in contemporary automobile circles. In the past year only one example has traded hands at an auction, and the price paid for it by the classic automobile dealer that purchased it was far greater than any published price guide would suggest the car was worth. He presumably sold it for even more. A few other cars have traded hands privately.

Most people want to own the car because they admire its styling rather than its performance. I don't blame them. It is a beautiful rolling sculpture.

When I restored my low mileage 1967 Caravelle S, I initially intended to make a high quality driver. Even though I attend and exhibit many of my cars at concours d'elegance events across the United States, showing the Caravelle at car shows was not in those early plans. As the restoration progressed, my opinion of the car's show potential changed. I could see a beauty in the design that most people would never be able to see unless the car was put on the show circuit. To put it on the show circuit would require a higher level of restoration than I had initially envisioned.

As a result of my change in attitude, more attention was given to detail. For example, instead of putting a fiberglass patch panel in the rusted out portion of the floor, I fabricated a new steel floor pan that duplicated the original. I sought out as many original parts as possible including the correct battery cables, the correct white wall tires, and an original NOS floor mat. Several of my parts were sourced from France. Jacques Lynn was also of great assistance.

While I tried to remain true to the original car design, I did take a few liberties in the restoration process. The engine was modified with bolt on parts to increase horsepower, but only a true Renault enthusiast could spot the changes. I installed an Alpine exhaust system on the car which fit the engine perfectly because it was designed for a similar engine in a high performance configuration. Again only a Renault enthusiast would know it wasn't original to the car. Neither modification detracts from the beauty of the car. They only enhance its performance when I drive it.

In the spring of 2007, my Caravelle was invited to participate in a show where it competed against approximately 300 other restored cars. It won people's choice and was featured in one of the newspapers with a half page article. While it wasn't the most valuable car on the show field that day, it was certainly the most popular.

Because the car was so popular with attendees at that first show, organizers of the Utah Concours d'Elegance invited me to bring it to the most prestigious automobile show in Utah which was held later in the year. When I arrived at the show, instead of being placed with the other sports cars invited to the show, the Caravelle was put in a special display right next to the reviewing stand. It was definitely one of the major highlights of the show. Attendees kept commenting on how beautiful it was.

I next took the Caravelle to Van Nuys, California for "The Best of France and Italy Car Show." The cars were not judged at this show, but I was busy most of the day show-



ing my car to attendees. Again it was a popular addition to the event.

That California show was in November and concluded the car shows for the year. The Caravelle settled down for a long winter nap. This spring I awakened it for another show.

The Antique Automobile Club of America (AACA) is the largest automobile club in the U.S. It holds several national shows across the United States each year as well as sponsoring several caravans. The first show to be scheduled in the west was held in Tucson Arizona in April 2008. I decided to attend with the Caravelle.

When I registered for the event, the national headquarters of the AACA had difficulty assigning the car to the right class. In fact, the woman whom I talked to on the telephone had never seen a Renault Caravelle. Her remarks led me to believe that this may have been the first time a Caravelle has ever been shown in AACA competition.

The car was taken to Tucson for the show. As it entered the show field on the morning of the show all the primping on other cars stopped. People just stared at the Caravelle as it passed. When it was parked in its assigned spot, a crowd of car owners immediately gathered around it wanting to know what it was, how fast was it, how many were made and dozens of other questions. It was hard to find the time to dust the car off before the judges arrived.

All day long the Caravelle had a crowd around it. It was by far the most popular car on the show field. But popularity doesn't count when it came to judging in an AACA sanctioned event. Points do!

I was nervous. In AACA judging, originality is extremely important. A modified car generally doesn't stand a chance of winning. My car was heavily optioned with such items as a false front grill and wire wheel hub caps, etc. I could defend those options with period pictures. What concerned me more were the engine modifications. The over sized Webber carburetor was practically hidden by an original air cleaner so I thought I may get away with that. The silent electric fuel pump was hidden. I left the original mechanical fuel pump on the car and it was visible. The electric fuel pump was designed to push gasoline through the non-functioning mechanical fuel pump and since the electric fuel pump was hidden, I didn't think the judges would find it. The exhaust system looked right even though no Caravelle originally sported headers or a transverse muffler. The fact that I had fabricated new engine compartment pans to accommodate the Alpine exhaust system probably helped hide the modification and make the car look stock. Consequently, I just hoped for the best.

In the end, the team of judges did not challenge anything on the car. They complemented me on the restora-

tion and told me how beautiful they thought the Caravelle was. That evening at the AACA banquet my 1967 Renault Caravelle S was awarded 1st place.

What does the future hold for this car? Time will tell. I am in discussion with organizers of one of the major concours d'elegance in the Midwest. They have expressed interest in having the Caravelle shown there. There are certain other shows I am also looking at.

In the meantime I will drive the car sparingly and enjoy my love affair with the Caravelle, a love affair that began in 1963, when I lived in France. 🍷





# XXII Concurso de la Elegancia, Huixquilucan 2008

By Marvin McFalls

**E**arlier this year, I became determined to finally meet in person Francisco Miranda and all his Renault friends in Mexico City. After nine years of communicating mainly by email, this occasion was long overdue. So one day I e-mailed him and said, "let's do it." While many people wanted to attend, in the end I was joined on the adventure by my two Renault traveling companions Jonathan Burnette and Brent Bartley. On April 18th I caught the first plane of the day to Houston to rendezvous with Jonathan and Brent.

After arriving late due to some bad weather in the area, I quickly found my gate and it wasn't but a few minutes until Jonathan arrived. Now all we needed was Brent. We waited and waited but he never showed, so we hoped he would catch a later flight. When we arrived in Mexico City, Francisco wasn't there, either. As it turned out, Francisco had a last minute appointment. He sent his wife and she had trouble finding the new terminal, so she arrived about five minutes after we left customs. Anyway, long story short, we found that Brent was on the next flight and went back downstairs and found Francisco's wife. So after about a ninety minute delay, we were back on track.

Now we went to Francisco's studio where he gave us a tour. Wow! What a collection of vintage recording equipment. We also met his Alpine friend, Fernando Roldan. He had driven his red Dinalpin rally car. Next we went out to a traditional Mexican restaurant where we had an incredible meal. Once we had stuffed ourselves to the point where we couldn't eat anymore, Francisco took us to his house and introduced us to all his Renaults. We had already ridden in his two Scenics. Next we saw his Dauphine collection, including his green Gordini which we would drive to the show. Then we took a glance at his old workhorse Estaffette. Finally, we were the first to see his Dinalpin GT4 unveiled. Tomas Marin and Miguel Cacheux had both worked on the car, which included a few minor mechanical improvements and a beautiful new paint job.

Once we finally stopped drooling on the GT4 we went to visit Alberto Gironella's garage. But I will save this story for another time. By the time we finally made it to our hotel it was nearly midnight, just another typical 20 hour day, but we were so excited about the meet the next morning we could hardly sleep. It was around 7 a.m. when we awoke and we quickly prepared to leave.

Francisco picked us up and we went back to the studio where we met Miguel Garza and some of Francisco's friends from the Club Gordini Sport. I had also communicated with Miguel several times over the years so it was nice to finally meet him as well. As we left the studio, Brent and I were riding in the Dinalpin GT4, Jonathan drove the Dauphine Gordini, and Francisco went with Miguel in his van. As we





made our way down the narrow side streets and on to the highway everything went as planned. As we approached the freeway, Brent was watching in his mirror as Miguel was behind us, or at least what he thought was Miguel. While I was watching Jonathan and the other guys ahead, before I could tell him which way to go, Brent jumped on the freeway. Luckily, Miguel also followed us, and after a sight seeing trip thru Mexico City we met up with more members. We were finally on our way out of Mexico City heading to Huixquilucan (pronounced whisky lucan).

Mexico City is basically in the bottom of a giant bowl and in order to leave the city you must climb out. When you take a group of thirty year old (or more) cars and begin climbing, at least one is going to overheat. Last time this happened, it was Jacques' "Butter Pat" in the high desert outside of LA, and in this case it was a Floride owned by one of the members of the Gordini club. By the time we reached the toll road to Huixquilucan, the Floride was out of water and no one seemed to have any. After about a fifteen minute delay, water was found and we were on our way once again. Luckily, the Floride seemed no worse for wear and we made it to the show without any further incidents.

After getting the GT4 in line at the show, we placed the cover back on it as we waited for the grand unveiling later that afternoon. As it was still fairly early, we had a chance to walk around and check out some of the cars. After checking out the grounds we met Juan Antonio Calvillo. Juan Antonio is the President of the Alpine Club of Mexico City, and he allowed us to hang our club banners and display our publications. The Alpine club members were wonderful hosts, we were so happy that they were willing to share their tent with us.

The night before, Alberto Gironella had told us he planned to bring four of his cars and one belonging to a friend of his. By around noon all of the cars had arrived except for Alberto's. Right about the time we began to worry they might have had trouble, as if on cue, they came rolling in. Alberto has an incredible collection and the four cars he decided to display were all unique including an 1135 R8 Gordini built by Alpine, an A110 1800 rally car, a specially prepared R5 Turbo, and a Group 2 R5 Alpine rally car. Now, with all of Alberto's cars in place, the display was complete. In total, more than 500 cars participated in the show that weekend.

Now it was time for the unveilings. First was Francisco's GT4. Juan Antonio and I were given the honor of removing the cover. Next came the A110 Berlinette from Alejandro Cortés. Wow, what a beautiful job. Once all the excitement for the unveilings concluded, we decided to get some lunch. Francisco recommended a nearby restaurant. He told us as we walked to the restaurant that lamb tacos were the specialty of the region, but he generally only ate them when he came to Huixquilucan because they were the best





he had ever had. So we were in for a treat. Miguel and his son also joined us. I must admit I have some Greek friends, so I have eaten a lot of different lamb dishes but I generally find lamb greasy, but not this. Francisco told us they cooked it in special ovens built into the floor of the restaurant. What a treat! That held me over for the rest of night.

Attempting to walk off that wonderful meal, we made our way back to the tent where we were able to speak to some more of the club members. I spent some time speaking with Jose Miguel Diaz Goñi, one of Alberto's friends. He had planned to bring his R5 Turbo II, but he had problems with the turbo. He was disappointed but not surprised because he had not been using the car much. He had been spending most of his time on his Alpine racer.

As it became later in the day we decided to head back to Mexico City. We all walked down the street to ride in Miguel Garza's van because we were coming back tomorrow. There was no reason to drive the Renaults back to the city. We seemed to make much better time coming back, I'm not sure if the traffic was lighter or if Miguel's foot was heavier. Probably a combination of the two. Miguel dropped us off at Francisco's studio and we thanked him once again, he had been a wonderful host. Hopefully, next time we visit we will have an opportunity to see some of Miguel's Renaults.

Francisco took us back to the hotel where we looked forward to a good nights rest. I guess that Brent and Jonathan must have finally walked off their lamb tacos, as they decided to go down to the hotel restaurant for dinner. I decided to get all my notes together from the days activities and get ready for tomorrow. By the time they came back from dinner I was half asleep, and it wasn't long before I was all the way.

After a good eight hours sleep we awoke and readied ourselves for another exciting day at the show. This time it was my turn to drive everyone to the show in a van. We took Francisco's Renault Scenic. I would say I was much slower than Miguel had been the day before, at least if you listened to the peanut gallery in the back seat. I wasn't in a hurry but it seemed that as we climbed our way out of Mexico City, the Scenic had a hard time maintaining its speed. Otherwise it was a nice car, and I enjoyed driving it. It is still truly one of the most versatile cars on the market.

When we arrived at the show it was still early, so we decided to take some photos before the field filled with spectators. This day was much warmer than the previous, with a lot of sunshine, so we decided to put on the sun block. As we made our way to main field we saw they were preparing a new display. The previous day they had a collection of cars that were put up for auction. These cars were gone and they were being replaced by many of the best cars from all over the show field. Not surprisingly, Alberto's A110





was one of the cars chosen. Alberto and his friend Christian Chabre were lining up the car among all the other top European models. On the other side of the row they were lining up the top American built models. By the time they were completed, there were millions of dollars in classic cars prominently displayed in the field.

Following the lineup we had a few hours before the main presentations. In the mean time they had a fashion show featuring many Brazilian models. They also had an off road course where you could try out a new Hummer or Land Rover, so there was plenty to do to fill the time. I continued to spend time talking with Alberto as we discussed many of the same car shows and museums we both had visited over the years, while Brent and Jonathan disappeared for a while. I also spoke with Alejandro Konstantonis. Alejandro is an automotive journalist. We featured his trip to LeMans in issue #85. We discussed the difference between car shows in the US and Mexico, we also talked about many of the different models Renault sells in Mexico. He was in the process of test driving a Renault Logan, known as the Nissan Aprio in Mexico, for a future article.

I also had the opportunity to speak with Fernando Roldan from the Gordini club. As we were speaking, his sister came over and introduced me to her two daughters. The younger daughter's name was Alma and she seemed to be very interested in cars, just like her mother.

As the announcement was made to line up for the presentation Francisco was told that his Dauphine Gordini had been chosen to represent the club in the special category so he, along with Alejandro Cortes in the new restored A110 in the original category, and Alberto Gironella's R8 Gordini represented the top of the Rally classification. Along with the top cars from all the other clubs their name were called and they drove across the stage. Alma, myself and another young man walked over to watch the cars being presented. As each car was called out the audience would clap and cheer especially as their favorites were called. It was very exciting to see so many cars presented this way.

After the presentations Alma and I continued to chat, when Alberto came over and asked if we could help him get his cars back to his garage. Three of his friends that had helped him the day before weren't there to help take them home, so Jonathan and I were given the honor of driving the group 2 cars. Jonathan drove the R8 Gordini while I drove the R5 Alpine. Alberto drove the R5 Turbo and his wife Monica drove the A110. Unfortunately, as we made our way out of Huixquilucan the 110 quit on Monica. We attempted to get it running but it didn't seem to be getting enough fire, so we had to call for a tow truck. Luckily, one was already on the way to pick up one of the show vehicles that hadn't been driven. As Alberto's garage isn't far from the show we made it there in no time in the R5 Alpine.

If driving the R5 Alpine wasn't enough excitement, when we left Alberto's, Francisco invited me to drive the GT4. Unfortunately it wasn't as much fun as we drove back through the heavy Mexico City traffic. However, the GT4 was very pleasant to drive. It drives similar to the Caravelle without all the body flex. It is too bad Renault never sold any of these models in the US. It wasn't until they sold the R15 /17 that we finally had a nice sporty coupe.

As we returned to the city, Francisco received a call from his friend Craig Brock. As it turns out Craig is a recording engineer who lives in Austin, Texas, so of course he and Jonathan had a lot to talk about. We all decided to go out for one last traditional Mexican meal before calling it a weekend. Craig has worked in Mexico for many years and even lived there for a while, so he made some recommendations. After another great meal, we dropped Craig back off at his hotel and took Francisco's cars back to his house. Then Francisco took us to our hotel. It was getting late and we still had to pack.

On Monday morning we awoke early and had a car take us to the airport. Believe it or not, we made it to the airport without much trouble and we checked in for our return flight to Houston. We had a nice flight and we said our good-byes after we came through customs. Unfortunately, my flight to Knoxville had problems so I didn't get to leave Houston for several hours. It was almost 8:30 PM when I landed in Tennessee. What an adventure. I look forward to returning to Mexico very soon. Maybe we will finally make to the Acapulco Rally in November. 🍷





# The Road to Wren

By Sandy Lea

I've always been a car nut. I can tell you every car my family, my aunts and uncles and their kids have owned. One of my prized possessions is a John Lamm signed print of a Talbot Lago with body by Figoni et Falaschi circa 1938. Indeed, it holds pride of place in my study. One drunken night in college (I am told) I staggered back to the dorm identifying parked cars! I enjoy all cars but truly enjoy unique ones. I tend towards European sports cars and am in lust for almost any Alfa Romeo, Fiat, Ferrari, Lamborghini or Maserati. My web browser at work contains Autoweek, Road & Track, Car and Driver and The Stable Limited in Peapack Gladstone, NJ, as favorites.

When it has come to owning my own cars it has been another story all together. I've always owned nice cars but nothing really out of the ordinary. Indeed my first "real car" after college was a 1984 Nissan Sentra XE Hatchback. The only concession to sportiness was that it had a 5 speed stick shift. I've owned a variety of nice, safe, BORING cars – a Dodge minivan ("Miss Red"), a Chevy wagon ("The Great White Whale"), a Volvo 740 wagon (The Flying Frigidaire) to name a few. I currently own a Nissan Altima ("Walt the Alt"); predictable cars but nothing terribly exciting. That all changed about two years ago when in a fit of early mid life pique I finally bought a sports car. It was time to act. Time to get something Just For Me. To hell with responsibility!

I had been talking about getting an additional car with my spouse for a while. Being the good guy that he is, and realizing that a sports car was a better deal than a sailboat (I ALMOST bought a 24' Bristol – but that's another story) he gave me the green light as long as I kept the purchase price reasonable. I started looking.

I found a 1974 Triumph TR-6 in November of 2005. Our Christmas card had a picture of it on the cover that year along with a couple of jokes comparing having the car to having another child, along with a picture of the car peering out of a barn surrounded by snow.

The Triumph turned into a Defeat that winter. I was told, "Oh, the car ran earlier this fall and was fine!" After I paid to have it flat bedded to a regional Triumph mechanic and paid them to look at it, I was asked, "How much did you pay for it?" I told them the figure - \$200. The reply was, "That's \$200 too much!" Later that winter the car was sold for parts.

So, to eBay I went. And boy did I have fun! There was so



much to look at and choose from! I looked and looked and finally found a 1986 Renault Alliance GTA Convertible that was in very good shape. It had all the things I was looking for; it was unique (only 4000 GTAs were ever made, only 800 in Silver); it was a convertible (I'd always wanted to own a convertible); it was fun (the car handles amazingly well!) and it was cheap. The only hitch was that it was in Plymouth Massachusetts.

I arranged pick up of the car en route to our annual summer vacation in Maine, which happened to be a week after I bought the car. I drove it to a friend's house in Boston and then we went on vacation for two weeks. During vacation just about every other word out of my mouth was about the car. I was so excited! We picked up the car on the way back from Maine and I drove it home while Everett and our daughter drove home in our other car. Of course the weather was absolutely gorgeous the day we drove back and I had the top down and Cruise Control on all the way back from Boston to New Jersey. The day lives in my mind as one of the high points of my life. It was incredible!

The rest of the summer of 2006 went way too fast! I showed the car at the local Cruise Night in Somerville, where we live. Friends came by with their cars; one had a 1975 Matador Wagon. Another had a 1964 Avanti. I went to a car club weekend show/event in New Hope, PA and had a ball with the car. There was my little Renault with all those big, American cars. Imports were a minority and my car was one of the few small cars there. I felt like Cinderella going to the Ball, but instead of a fancy gown I had just a basic dress! However, nobody laughed TOO MUCH at the car. And I made a few friends as well. I took the long way to and from work on any given sunny day. There seemed to be LOT of them that summer! The car behaved flawlessly. The rear brakes and the speedometer went at the end of the summer. Fortunately the brakes only went a little (the rotors needed to be redone) and the speedometer stopped a few miles from home one Sunday

afternoon.

Thanks to the Renault Club of America directory John Schuler came to the rescue! I think Jesse Patton had a hand in it as well. Anyway, the two of them set me straight. I had the car towed to John's house and repaired over that winter. John is one great guy.

I picked the car up last April and had another idyllic summer with it. We didn't go on any long trips. We just hung around New Jersey and eastern Pennsylvania. I took it to a few car shows where it was nicely received. The car behaved flawlessly, though the speedometer stopped working in hot weather. When the weather cooled down it started working again. I learned how to estimate my speed based on gear selection and RPM - an interesting thing to learn.

This winter the car had a transmission rebuild scheduled and some electrical gremlins to be taken care of and the brake Master Cylinder needed to be redone as well. The transmission has taken a little longer to fix as, though Renault GTAs are rare (a Good Thing) so, too, are parts for them. John and I agreed that the car can be run without too much worry (The transmission needs a new bearing). He will continue to look for a transmission with the idea that next winter it will get done.

I got the car back from John a few weeks ago and decided to have it repainted - silver of course! It looks awesome!

I named the car Wren, short for "Wren-O." She is my little bird. She is quick, maneuverable, fun and just interest-

ing enough to spark conversations when I show her. She is also not a car that says "Hey, look at ME!" Rather she has a sophisticated sort of beauty that whispers "Here I am, wanna go and be NAUGHTY with me?" The naughtiness has neither resulted in any accidents nor speeding tickets...YET!

I purchased a CD the summer I bought Wren by the group, "Schooner Fare," while in Maine. They sing sea shanties, songs about Maine and songs about sailing. I like to play a cut entitled "The Day of the Clipper" which is played in all major chords when I drive a certain section of road. I blast the music as I zing through curves, shifting, nipping apexes, boogying at very high rates of speed (with the top down of course!) and a big grin plastered on my face. My colleagues at work can always tell when I've done this as my smile stays on all day long.

I had Wren out in January, prior to dropping her off at the John's. Of course, I put the top down and had the heater on high as I took her out for one last drive. She warmed up and I had a blast. It may have been a winter day but it summer for me, despite my being bundled up! And, yes, I drove the section of road mentioned above. Interesting how frost heaves have no effect on a French car!

We don't often get to play as much as we would like as adults. When was the last time you played or did something just for you? 🍷

## Renault-Nissan to Build Car in India

By Marvin McFalls

**R**enault-Nissan and India's Bajaj group said Monday they planned to make a 2,500-dollar car by early 2011, the second effort to make a cheap car for the South Asian nation's rapidly growing middle class.

The budget car, which would cost 100,000 rupees in India, is so far only known as "Codename ULC." The joint venture would be 50 percent owned by Bajaj Auto, 25 percent by Renault and 25 percent by Nissan.

The ULC will be produced at a factory to be built at Chakan, Maharashtra, in western India. It will eventually produce 400,000 units a year, the two groups said. "(The small car) will offer twice the fuel economy than the existing products in the market," Bajaj Auto managing director Rajiv Bajaj had said earlier, with the firm aiming for 34 kilometres (21 miles) on a liter of fuel. Renault-Nissan president Carlos Ghosn had announced the joint venture in

early November 2007 after preliminary talks in July. The main market for the car will be India but it may eventually be sold elsewhere.



Bajaj is India's second-biggest motorcycle maker, and Religare Securities automobile analyst Piyush Parag said the proposed vehicle's low price could be a boon for the firm. "Bajaj will have a price-point advantage, with few cheap alternatives available in the car segment," the expert said. One of the few rivals could be Tata Motor's Nano, unveiled earlier this year and billed at the time as the world's cheapest car. Tata said the car could be ready for sale by

September and plans to sell it for around 2,500 dollars.

Domestic and international automakers are racing to corner India's small-car market, which accounts for over two-thirds of domestic sales in the country of 1.1 billion



people. Manufacturers will remain committed to the small passenger segment despite rising raw material costs and the likelihood of slower economic growth in India. "The incremental demand for small-cars is strong," says Piyush, whose

firm forecasts 13-percent growth in the passenger car segment for the year to March 2009.

Other experts point out India could serve as an Asian export base for small cars. "There has been a steady move by automobile makers to make India an export hub for

## Alpine V6 Turbo LeMans

By Kl us Rejkjaer

**H**ere is my Alpine V6 Turbo LeMans. Only 325 were made from February 1990 to March 1991, where the A610 took over. The LeMans is considered the prettiest and most valued of the GTA models. I bought my car seven years ago from the first owner, a then 67 year-old German who used to own an Alpine Center in Essen, Germany. The car has only 6,436 km (4,000 miles) when I bought it, and was in mint 100% original condition. It's still in that condition and appears original, but I have made a lot of modifications to the chassis, suspension, engine, gearbox, differential and brakes. All work was done by a German Alpine specialist, Axel Ress, with respect for the car's appearance. I want it to look original, but also want a car that I can really drive.

We -my wife and I - go to a lot of European Alpine meetings. Alpine is not big in Denmark, so you have to go to Germany or France to meet other Alpine owners. At least twice a year, I go to the N rburg Ring for an international meeting and for driving the Ring. I also use the car for charity drives for the Danish Foundation for Children with Cancer. Here people can buy two laps on a racetrack as a passenger in a sports car. My car has furthermore been featured in car magazines in Denmark, and is well known among Alpine enthusiasts in Germany.

Besides cars, my wife and I love bikes. We both ride Harley-Davidsons - my wife has a Sportster 1200 Custom and I ride an Ultra Classic Electra Glide. The bikes are in Phoenix, AZ, since we enjoy riding over there much more than in Denmark. ●

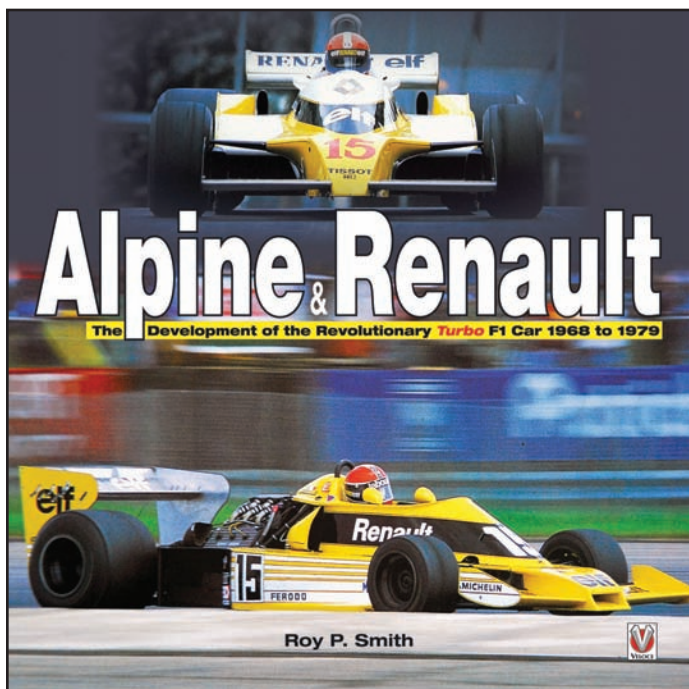


the Asian region," says Bhavesh Shah, vice-president with brokerage Asit C. Mehta. "Lower costs and technological advance are to India's advantage at this stage of development," he said. Japan's Toyota Motor Corp. and Honda Motor Corp., among other firms, have also said they are mulling manufacturing low-cost cars as India's population becomes more affluent and trades up from motorcycles.

Editor's Note: If they can build a car in India that gets 21 miles per liter or nearly 80 mpg maybe they should sell them here! Just a thought. ●





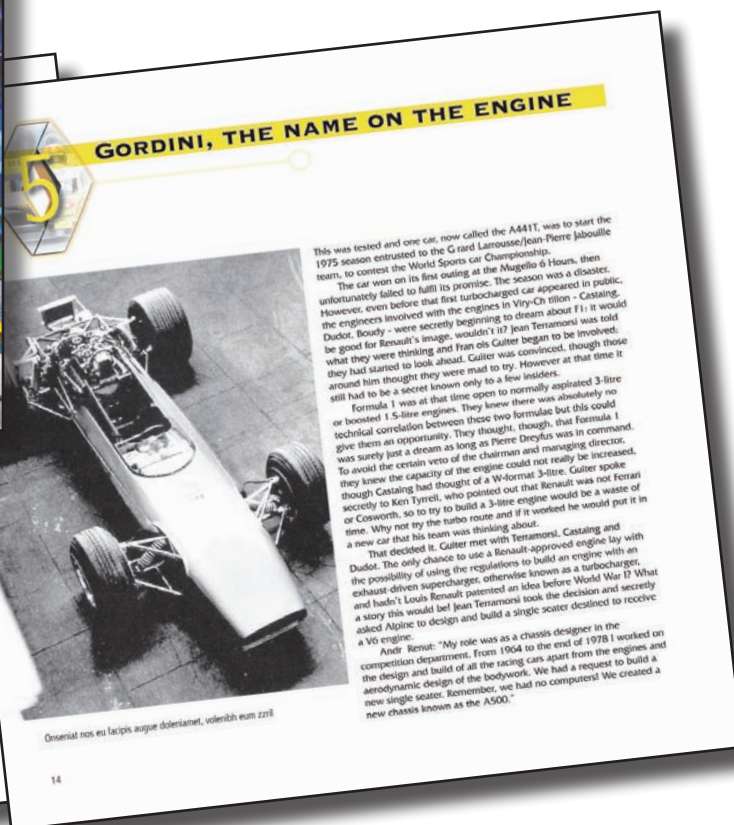


A brand new book on the history of Alpine and Renault by Roy P. Smith is available from Veloce Publications, in the UK

<http://www.veloce.co.uk/>

We are so excited to have another book about Renault printed in English.

— Marvin Mc Falls



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