

RENAULT NEWS

91
Spring
2009

Return to Mexico



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(U.S. only)

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Membership Dues

Don't forget that as of June, 1 2009, due to increased postal rates, we had to raise postal memberships to \$25 in North America. However, we are going to leave our online membership at \$15 for the foreseeable future. We really appreciate our members, and hope these rate increases don't cause you undue fiscal hardship. Thanks for continuing to support the only general interest Renault Club in North America! ●

Three-Wheeled Renaults

By Marvin McFalls

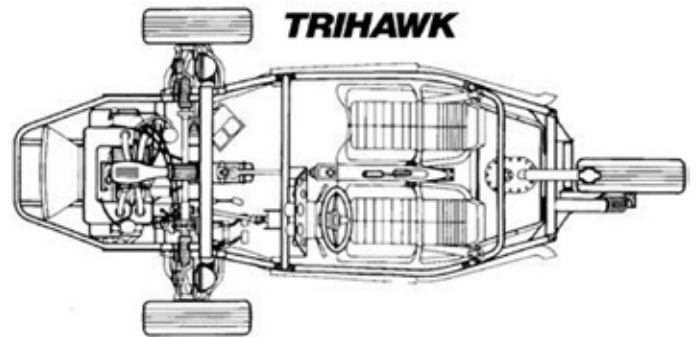
I am not exactly sure who invented the first three-wheeler, but over the years I have seen hundreds of different variants. I guess the first one to catch my eye was the "Big Wheel" by Mattel. I believe I was around three at the time. Since then my tastes have grown. Most three-wheelers are motorcycle based, probably the most famous of these today is the T-Rex which is made in Canada. There are more than a dozen companies marketing them in the U.S. Even China has gotten in the game with their Wildfire brand three-wheeled pick-up and mini-van.

Over the years, many people have taken cars and converted them into three-wheeled vehicles. Probably the most common of these home-built trikes is based on the Volkswagen Beetle. These became so popular in the 1970s that several companies began producing them, and they are still available today. Inspired by the success of VW three-wheeler, many people began using Renault Dauphines. Due to the ease of removal, basically four bolts, two brake lines and a hand full of cables are all that hold the entire drive train and rear suspension to the chassis.

Over the years I have seen five or six different Dauphine based trikes. No two have been alike and they all have a different level of fit and finish. Probably the most famous of these would be the Hell Trike which we featured in a previous issue. What these home-built three-wheelers lack in styling, they make up for with practical and proven designs using the existing rear brakes and slight modifications to the shifter linkage. Basically, all that is required to build one is welding a tubular frame to the rear suspension and acquiring forks and handlebars from an old chopper or extending a standard set of motorcycle forks. By dropping the weight from around 1200 pounds down to under 500, all of a sudden a Dauphine power plant has ample power. If you happened to use a 40hp version Dauphine engine look out!

While these early car based trikes were popular among home builders during the 1980s due to strict US Bumper laws on imports, a new market for three-wheelers was born. With many people tired of seeing the beautiful lines of European cars being destroyed by gigantic government mandated bumpers throughout the 1970s, someone discovered that a three-wheeled vehicle was classified as a motorcycle, and was exempt for stringent bumper laws. Taking advantage of this loophole several small companies began to build limited production three-wheelers using components from existing small cars.

Unlike its predecessors, this generation of trikes was built from front engine cars. The first of these cars that incorporated some Renault parts was the Trihawk. With its pair of wheels in the front, the terminal under steering mode as opposed to the rear-pair/over steering situation.



Drive is through these front wheels, the stubby shift lever connects to a 5-speed gearbox of Citroën origin and a twist of the key fires up the air-cooled sohc flat-4 tracing similar parentage. This 1299-cc power plant, same as in the Citroën GSA, produces 69 bhp at 5500 rpm.

Trihawk decided to bring in someone with fabrication experience to lead the project. They chose Bob McKee of CanAm and Indy fame. Between this fiberglass body and its inner tub defining the cockpit lies a tubular steel frame incorporating roll bars. To keep cost down they tried to use as many existing parts as they could find. Besides the Citroën power plant, Front suspension borrows heavily from Bob McKee's racing experience (and also from Renault parts bins) with unequal-length A-arms suspended and damped by coil-over shock units. The lower arms are from the Renault Le Car; Bob also chose to use one of the torsion bar swing arms from the rear suspension to attach the rear wheel to the tubular frame chassis.

Needless to say, most of the weight is at the front. 74 percent to be exact: all of the driving force is there; and all of the roll resistance is up front as well. But the amazing thing is how rarely you think of the rear wheel's uniqueness, because the Trihawk's handling is as responsive and predictable as any proper four-wheel sports car. The car is door less so you climb over the side kind of like a race car, the Trihawk is a tidy 1380-lb 2-seater that tapers down (and up, in profile) to a tail just a bit wider than its single taillight.

Priced just under \$15,000 back in the early '80s it was by no means a poor boys toy, but similarly priced to a European Sports car, and much more unique. A total of 96 were produced in Dana Point, California between 1983 and 1985. Harley Davidson was intrigued by the project and bought the Trihawk hoping to incorporate one of the V-twin engines but it never happened.

Following the limited success of the Trihawk and others in the early 1980's, by the end of the decade the kit car had become quite fashionable. This was a way for the mechanically inclined to build their own unique vehicle for much less. Hudson Component Cars was one of these companies. For five generations they have been involved in the automotive industry. Roy Webb, the lead designer at Hudson, decided to build himself a Three-wheeler using the Renault Five (LeCar) mechanicals.

After all his friends saw the finished product they began asking if he would build one for them. So Roy decided to build a kit, where they could dismantle an R5 and build their own. His design was race car inspired with a narrow cockpit. The original model a one-seater was dubbed the Free Spirit. However as the project got underway, many



people asked if a two seat model was available. With the narrow design the only way to easily accommodate a second passenger was to lengthen the chassis and put a second seat behind the first similar to an airplane cockpit. This two-seater would become known as the Kindred Spirit, and it turned out to be much more popular than its little sister.

Nearly 150 of these Free and Kindred Spirits were sold in England, as well as Ireland, Germany, New Zealand. With so many LeCars floating around in the U.S. in 1993 Hudson made an agreement with The W. A. Seiler Company, of Wauwatosa, Wisconsin, to distribute Spirits in North America. In 1994 Seiler put together a packet of materials for prospective buyers and began marketing the Free and Kindred Spirit.

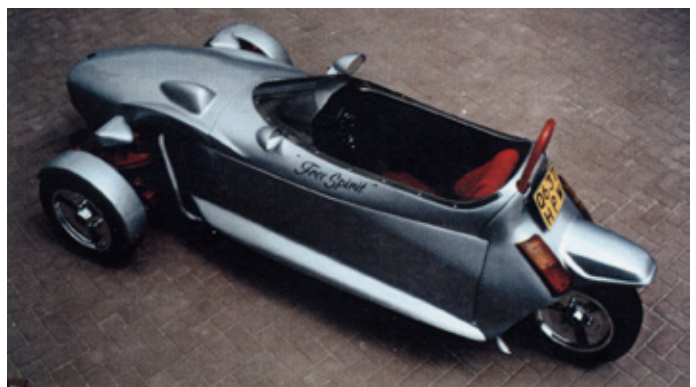
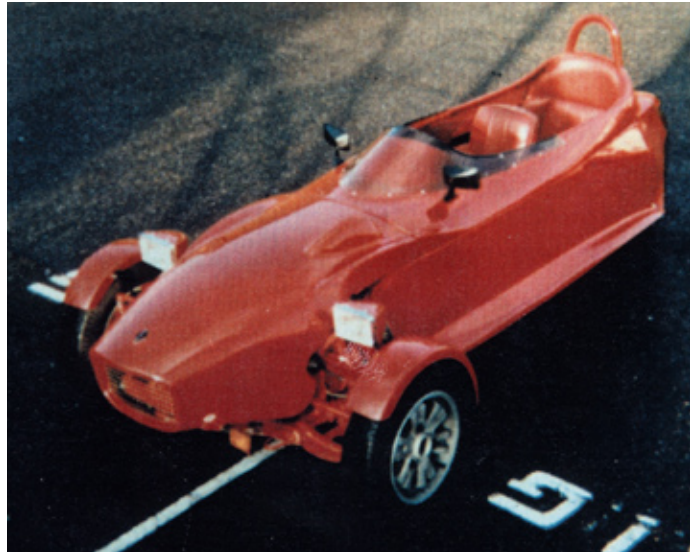
For less than \$3400 you could purchase a Free Spirit, or for just under \$4000 you purchase a Kindred spirit. However there were some extra parts that weren't included in this price along with Shipping to the U.S. Seiler suggested a recent customer had one shipped to Chicago and the total outlay was less than \$6,000 to complete the construction and get it to pass inspection in Wisconsin.

If you recall back in 1994 you could buy all the LeCars you wanted for under \$200. Just go to your local Junkyard and you could usually find one with a bad clutch or starter. I wish that was still the case; recently a LeCar sold on eBay for \$11,000.

Basically all you needed was to remove the engine, transmission, wiring harness, complete front suspension, one rear swing arm, tail lamps, instrument cluster, and a few other small parts. Then when your Spirit arrived in 100 to 140 hours you could complete assembly. You would definitely have had one unique vehicle. And at around 900 pounds it should be one quick trike.

To this point I haven't been able to find any Free or Kindred Spirits still around in the United States, but hopefully this story will aid in the search. I think it would be great to do a comparison with the Trihawk. While the Hawk is heavier it does have about ten more horsepower than your standard LeCar engine. If you know anyone who has one of these rare beauties let us know.

Well, to my knowledge these are all of the Renault based three-wheelers. However, you never know what you might find in the back of someone's garage. If you know of any mad scientists out there who have converted their Renault from four to three wheels send us some photos, we'll be more than happy to share them with our members. 🍷



007 Renault

By Marvin McFalls

It seems like hardly a week goes by when I don't get an interesting e-mail. One of the latest came from Doug Redenius. It turns out Doug is the vice president of the Ian Fleming Foundation. For those of you are fans of James Bond, you immediately recognize the name. The foundation has put together a top notch collection of cars used in Bond films. It turns out they have one of the R11 Taxis from *A View to a Kill*. This was a 1985 Bond film starring Roger Moore.

Check out <http://www.ianflemingfoundation.org>

This Renault 11 Taxi was used by James Bond (Moore) to pursue May Day (Grace Jones) as she escapes the Eiffel Tower after assassinating Bond's contact. This is one of several Renaults used during this chase sequence. Legendary stunt man Remy Julienne built these vehicles and was also the stunt coordinator for the sequence. In the film the Renault 11 suffers a few dings, first losing its roof (from a security bar), then managing to jump onto and off of a sight-seeing bus. Then the entire back of the car is severed in a collision with another car – leaving 007 to drive with only the Renault 11's front wheels. Julienne used three vehicles for the stunt scenes; one complete, one with its roof removed and finally 2 halves of a taxi. The vehicle was obtained by the Foundation from a private source.

Now after sitting more than 20 years, the care was recently purchased by the collection. Doug was looking for a Mechanic in the Chicago area that is knowledgeable about Renault. As it turns out I knew two and recommended them to him. The Ian Fleming Collection has a storage facility in the small community of Momence, Illinois, about 50 miles south of Chicago - just east of Interstate 57 south. Hopefully, the Bond Renault 11 Taxi will be back on the road in no time. Also hopefully it won't meet the same fate of its sister cars.

Note: In the Renault farm, there is an Encore (R11) similar to the finished version in the movie. Many years ago Sam cut an Encore in half, due to a rear collision that required most of the rear half of the chassis to repair it. Ever since, I have referred to the that car as the "Bond Encore".



Return to Mexico

By Marvin McFalls

Last year we attended the Concours de Elegance at Huixquilucan near Mexico City. It was a very enjoyable event and we decided that driving down to Mexico City might be interesting. When we became aware that this would be the last year for the Concours at Huixquilucan so we decided to give it a try. Little did we know that last year's event was the final time, but more on that later.

I contacted my friend Francisco Miranda and he was able to acquire us an exemption for the show. The show is generally only open to cars 35 years or older, and Jonathan Burnette and I planned to drive a 1982 Fuego Turbo Diesel. After a mishap with the event dates we finally made our plans and on April 22nd I flew to Texas. After a visit from fellow club member Mike Deak, we decided to drive down to Laredo, Texas where we hoped to cross the border early the next morning.

Prior to the event I had also contacted my friend Miguel Garza to try to help us out with all the permits and insurance we would require. Miguel had arranged for his friend Senor Perraulta to meet us in Nuevo Laredo. Unfortunately, we found out when we arrived that we still required individual permits after purchasing our car permit at the Mexican Consulate in Austin. We had no problem crossing the border and were in Mexico in a matter of minutes, but there were no signs directing us to get the permits we required. The only signs we found were for car permits and we missed the U-turn required to obtain them. Finally after being lost for about a half-hour, Miguel was able to get us together with his friend. Senor Perraulta guided us to the permit station and even helped us with exchanging our dollars for pesos. By 9AM we were on our way to Mexico City.

For the next five hundred miles it was smooth sailing until the bushing on the shifter rod wore out. In typical fashion, Jonathan pulled a spare out of the glove box and after positioning the car on some rocks he was able to replace the bushing and we were back on the road. So on we went all the way to Mexico City, and we arrived just after 8:30PM even after losing twenty minutes replacing the bushing. The Mexican roads were much better than we expected, and we were able to drive between 70-75mph most of the time.

After checking into our hotel, Francisco came by to lead us over to his studio where we parked the car. For some reason they have a law in Mexico City where you can't drive your car one day a week. This law even applies to tourists and Jonathan's tag number would not allow him to drive on Friday. So, following a good night's rest we went to Francisco's studio to visit and clean up the car for the show. We were also waiting for our friends Brent Bartley and Dan Barton to fly in from Dayton, Ohio. Last year Brent had come down for the show; after hearing all of us talk about last year's trip, Dan decided to join us.



Shortly after 1PM we were all reunited and headed out for a nice meal. After eating, we went back to the hotel to freshen up before returning to the studio to finish preparing the car for the show. It wasn't long before I received a call from Francisco. He told me due to the Swine Flu outbreak they were considering canceling the show. He told me they would have the official ruling by 7PM. As we awaited the news, we were joined by Miguel Garza. Miguel had driven to the city from his home in nearby Puebla. It wasn't long until we received the final decision, the show had been cancelled.

Needless to say we were all disappointed, but we tried to make the best of a bad situation. Miguel decided to take us out for a nice dinner to relax and get our minds off the show. While we were eating Francisco and the other members of Club Alpine Mexico were working on alternative plans. The next morning Miguel picked us up at the hotel and we joined Francisco and Juan Antonio Calvillo the current President of the Alpine Club. It wasn't long before we were also joined by Alberto Gonzalez the incoming President of the club and several other members.

We all enjoyed a traditional Mexican breakfast at "La Fonda del Claustro", a nice restaurant in the south of the city, then returned to the studio so everyone could see Jonathan's Fuego as well as Francisco's A110 GT4 and his Green Dauphine Gordini. Juan Antonio had driven his blue A110 and Alberto drove his R18. We were also joined by a Floride owned by Carlos Calvillo and a red Dinalpin driven by Alejandro Cortes. Jaime Hernandez also drove his R8S. After a quick stop for fuel, we caravanned over to Alberto Gironella Garage. Alberto has one of the best collections of Renaults in the world, and he had a few new additions since last year.

First he added a Dinalpin Cabriolet in Renault Yellow, and also he has purchased a very rare 1965 A110 to restore. This car was the fifth A110 produced. While it will take some work to get it back in mint condition it will make a nice edition to the collection which includes the 1973 1600cc in Tour de Corse Rally trim and his late model Berlinette with four bolt wheels and A310 floor pan. Basically he will have an early, middle and late A110 when restorations are complete.

If A110s aren't your cup of tea, we also were able to see the unveiling of the R25 Formula 1 race car of World Champion Fernando Alonso. While the car has been decaled with the 2008 sponsors, you can't miss the trademark shark gill slits on the engine cover. Alberto had planned to debut the car in Huixquilucan, but with the show cancelled he decided to invite us over to see it. After driving nearly 1000 miles to see some Renaults, we had made the best of a bad situation.

Juan Antonio had one last surprise for me. For our return trip to the hotel, he offered me a ride in his Alpine. He also took us thru a part of the city we had never visited. While



an A110 isn't the best car for travel on Mexican streets, Juan Antonio made the best of it and found a few places to open up the Alpine. Once we arrived at the Hotel we made plans for our early returns to the United States. Brent was able to book himself and Dan a flight to Newark, in hopes of getting an earlier connection to Dayton. After that work was completed, it was time for the spirits to flow.

Dan had brought some fine Kentucky Bourbon, and Jonathan had picked up some interesting Ales. So Dan and I worked on the bourbon and Brent and Jonathan tried out the ales. Somewhere in the middle we switched. Unfortunately this would turn out unpleasant for Jonathan, as I found out early Sunday morning, when he began making regular trips to the bathroom. After battling Montezuma most of the night we had to load up the car and drive more than 700 miles to the border. Needless to say this wasn't a fun trip, and when we arrived in Nuevo Laredo it became worse. First we had to surrender our car permit which took about 20 minutes, then we had to wait in line for more than an hour to reach the inspection station.

We had carried a new set of wheels back for Brent, and we had to explain to guard that they were for a special forty year old car. After a few minutes and further inspection we finally allowed to re-enter the United States. As it was nearly 10PM we knew we couldn't make it back to Austin for another four hours so we decided to stay in Laredo again. We awoke the next morning and after picking up some breakfast we headed for Austin, but before we made it to San Antonio it started to sprinkle, it wasn't long before the sprinkles turned into a steady rain, and then a down pour all the way back to Austin. By 2PM we finally arrived in Austin with nearly 2000 miles traveled. It had definitely been an adventure.

At the restaurant's picture you can see, from left to right: Alberto González, Alejandro Cortés, Miguel Garza, Dan Barton, Brent Bartley, Marvin McFalls, Francisco Miranda, Juan Antonio Calvillo, Jonathan Burnette, Jaime Hernández and Carlos Calvillo. ☺





At the Pachuca Race Track

By Francisco Miranda

The last day of January the Gordini Sport Club invited us, ROCONA, and Alpine Clubs, to spend a day at the track. As always, it was a great fun day.

My family was not able to come along that day, so my daughter's boyfriend Jose drove with me. We met Tomás and his girlfriend Xochitl driving his brown Megane at the pay toll booth at about 8 AM. From there we drove to Pachuca, some 90 kilometers (56 miles) from Mexico City. It's nice to drive the Gordini on the highway at 130 - 140 km/hr (80 - 85 mph) for short times and then going back to 65 and back again. We arrived at the track and after filling the proper registration forms and covering the admission fees, we were just in time, as they were opening the track for a "fast touring" session. The adrenaline started pumping up, but we had to be very careful, as the track was pretty dirty and cold. After some laps, you could begin to see the tracks to follow and we could start to accelerate a bit. We were driving along with an R8, a Dinalpin, a Clio and an R12. Then the slow touring started and it was time for Jose to have his first driving lesson at a race track. He did a good job and then it was Tomas' turn. More cars started to get there, like Alejandro Cortes in his red GT4, which unfortunately had two flat tires on his first lap, but he managed to fix them up and later he was racing again; Jorge Mendoza in his red Dinalpin, Victor Pérez, Hugo González, Erik Sarrag, Jaime Hernandez, Juan Antonio and his son Rodrigo Calvillo, Alberto Gonzalez and many more.

Another fast and slow touring, an open free practice, and after many laps of "fast fun" my Gordini's clutch cable decided to give in.

Luckily Tomas was there to save the day, and after a couple of tries, he managed to repair the broken cable. That could not have been possible without the help from Juan Antonio Calvillo, whose being a "real race driver", was carrying all of his tools and assorted nuts and bolts and kindly shared them with us. Alejandro Cortes drove me to the hardware store to buy some clamps to affix the cables and we bought a VW Kombi cable just in case it was needed.

As you can see in the pictures, Juan Antonio was also doing some repairs as his 2 liter Alpine had a broken o-ring of one of the Webers and being quite difficult to access the carburetors, he spent also quite some time repairing it. Luckily he was towing the Alpine with his Scenic, so it was not very important to fix it at the track.

We missed the slalom, but we could hear the others were having lots of fun.

As soon as Tomas finished the repairs, we headed back to Mexico City to drive with sunlight, just in case the cable broke again. Luckily that was not the case and we managed to get home safely. Miguel Cacheux driving his beautiful yellow R8 was behind us just in case we had to call a tow



truck. It is very nice to know you can count on so many friends who are there to give their help. Thanks to all of them!

In the parking lot there was a nice R10 recently imported from the US, also some Encores and Alliances. This event always draws a lot of Renault lovers, although not as many as in previous years, but enough to spend a very happy day among friends and speed.

We are grateful for the invitation, hoping they organize another race day soon. 🍷





The Discovery of the Marquis

By Marvin McFalls

For me this story begins back in 2001, when I received some original brochures from Allan Meyer. One of them featured the Marquis and the Rogue. It had a dealership stamp from Hughes Motor Co. in Washington D.C. In issue #63 of the Renault News I wrote, "Maybe one of these days we can actually find one of these cars." That story soon led to the discovery of the Rogue in 2002. Todd Daniel of Red Hill, Pennsylvania was just completing a five year restoration project of the prototype at the time. But I didn't think there was much of a chance of lightning striking twice with the discovery of the Marquis.

Actually, we need first to return to 1950, when Jean Redélé began racing his 4CV in local events. Over the next three years he had incredible success with his little Renault, winning the Monte Carlo Rally and Tour De France and placing third in class at the 24 hours of LeMans. These successes lead Redélé to dream of building a French production sports car that would use standard spare parts from the 4CV. Redélé hired a designer named Micholatti to build his first prototype. This car was the start of the Alpine legend, it was followed by a second prototype with which Redélé raced and won both the Dieppe Rally and the 1000-mile race in 1953.

That same year, the third Alpine prototype called the Marquis was built; this is the car that would be marketed as the first rear engine fiberglass sports car at the New York International Motor Show in March of 1954. However, the car was not to be built at the Alpine factory in Dieppe, but rather in Doylestown, Pennsylvania. Redélé had exchanged the Marquis prototype to an American businessman named Zark Reed, and PlastiCar Incorporated was born. In return, Redele was to receive fiberglass molds so he could build his own version of the Marquis in France.

The Marquis was equipped with a 4CV/ Redélé prepared 750cc-racing engine and five-speed transmission, which had a top speed of almost 100mph. The car also featured a four-shock rear suspension that later became famous in the early Alpines and the R8 Gordini. PlastiCar Inc. version of the Marquis was to replace the all aluminum body with a fiberglass body on a steel ladder-type frame.

After several months had past with no news from Reed in the United States, Jean Redélé traveled to the PlastiCar's facility to see his prototype (the Marquis) parted out, with the drive train in the Rogue, the Louis Rosier prototype roadster that PlastiCar was also trying to produce in fiberglass. Redélé wasn't happy, and at this point the whole deal fell apart.

Soon after the end of project with Jean Redélé and PlastiCar, the Marquis was placed on a used car lot in Doylestown, PA. The car was purchased by local racer named Bob Holbert. Holbert placed a new engine in the chassis, but unfortunately



he found the car just wasn't very competitive. So he eventually sold the car to another racer. The next sighting of the Marquis was in 1956. During an event at the Cumberland, Maryland Airport, William Harding spotted the car there. Bill doesn't remember seeing the car race that weekend but it was in full racing trim. The letters "HM" on the car represent that it was in the 750cc Displacement-Modified class. This was the last reported sighting of the Marquis until recently.

After more than five decades with no news on the whereabouts of the Marquis, late last year I received a series of calls from Jonathan Burnette. Jonathan had recently been contacted by a gentleman with an unusual car that he wished to restore. The owner, Daniel Wood, had inherited a car from his late grandfather but no one could identify what model it was. After some research and looking at grainy old photos, we determined it was the long missing Marquis.

Daniel told me his Grandfather had acquired the car many years ago and had driven it for years, the last time around a decade ago just before his death. Since then the car has been stored in the barn behind Daniel's Uncle's house in Lititz, Pennsylvania. Daniel lives in North Carolina, and he plans to transport the car down there, where he can begin the restoration process.

Talk about finding two needles in a haystack! After eight years, I am happy to report that the Marquis is found and hopefully will be nursed back to life in the near future, then properly restored like its sister car. Hopefully I can then write the final chapter of the saga of the Marquis and the Rogue. I really appreciate all the people who have helped me through the years with this improbable search. 🍷



The Making of My Dauphine Convertible

By Jerry Gilpin

From the day I got my driver's license (Jan 1948), I always thought convertibles were the only real cars on the road. Early on I had several, but marriage and kids pushed me into the station wagon set. Fast forward to the early 1970s. The need for a small economical car to take me to work led me to a 1964 Dauphine. It was badly shopworn but it ran. It was also easy and cheap to fix. A great little car, but not a convertible. Then one day (picture a light bulb over my head) it came to me. It COULD be a convertible. And so it began.

The metamorphosis from sedan to convertible should be fairly easy, I thought. Dauphines were readily available at prices from free to \$25. That made empirical (trial and error) engineering practical. As soon as the roof was removed it became obvious that the body would need to be shortened. After taking a big chunk out of the middle, I set up the front and rear pieces on two picnic table benches and tried them on for size. With the back seat in place I couldn't easily reach the controls. After several slices were cut off, the back seat was in a comfortable position to drive from.

The next problem to solve was the making of a frame to hold this thing together. Angle iron, a welder, and lots of "empirical engineering" produced a strong but ugly result. It worked and the ugly parts couldn't be seen so it was OK. Of course the front and rear body parts didn't match in width, so a few long triangle shaped slits and some brazing were needed.

Then the doors became the problem of the day. To simply say the front half of a front door and the back half of a back door were joined so that everything fit right would not pay homage to a month of trials and the sacrifice of many doors. The resulting doors work fine. Bless the makers of Bondo. By pure chance, the chrome strips from R-10 doors were a perfect match both in style and length.

The drive train is a mixture of the many Renaults that were consumed by this project, with help from J. C. Whitney. The basic engine is from a 1959, the head from a Gordini, a 4 speed transaxle and disc brakes on all four corners, also from a Gordini. The whole package was completed and test run before it went into the "new" body. The gear shift lever connects directly to the transmission. Shortening the clutch, gas, and emergency brake cables was easy. I never did learn how to shorten the speedometer cable so it just makes a big loop under the floor pan. When I put in the gas tank I noticed that there was a similar space on the other side of the car. Since I had several extra tanks I put in a second one with a fuel transfer valve and a switch for the gauge leads. 16 gallons means you'll run out of food and water before you run out of gas.

Since I wanted a convertible (not a converted) I needed a



folding top. I found a Karman Ghia in a scrap yard. Its top was the only thing that really survived the wreck. With some modifications it does nicely. I took the latching hardware out of the old header and mounted it just above the windshield. The new header then only had to match the contour of the windshield. No intricate woodworking required. While the top is nice to have in the cooler weather, I usually just take it off in the summer.

Actually getting on the road was another adventure. The piece of the body that had the VIN plate was a 1960 so that's what the title said, a 1960 sedan. Years later when I moved to Florida and had to apply for a Florida title, I just wrote in convertible. No problem.

As you might imagine, driving this car is different. The short wheelbase makes the steering very quick. Parking is a snap. At home I drive into my two car garage and turn left. It fits nicely crossways in front of my Model A.

The whole project has been a work in progress. It took two years from start to "on the road". Ten more years went by before it was all one color. In another ten years it could be called finished - that's when you start to restore the earlier work. As of now it has been on the road for 34 years, logging over 51,000 miles. It has been towed behind my motor home the last few years and starts a conversation wherever it goes.

Living in the Sevierville/Pigeon Forge area of Tennessee (car show mecca), there is a lot of "No man, this ain't no show car - this is my daily driver." 🍷



Carlisle 2009

By Marvin McFalls

When it comes to the Carlisle Import Nationals if I can get the time to go I will not miss it. For more than fifteen years I have attended this show, and as the calendar turns to May about all I can think of is 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 ten and twelve cars and more owners. This year was no different. We had a total of eleven vehicles. Considering the threat of 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 is also a Carlisle enthusiast.

After what had to be a horrible winter for Sam, spending more than a month in the hospital, not attending was not an option. We decided to drive up in Sam's 1981 R18i wagon again. Over the years this little wagon has shown well, winning awards at every show it has entered.

The trip up was uneventful with almost no rain until we entered West Virginia and then it was only a few sprinkles. By the time we reached the fairgrounds it had become sunny and a bit warm. As we began to unpack the canopy, almost on cue, Les Wood walked by. Les had decided to





drive his Peugeot this year but we didn't hold it against him. After about thirty minutes we had the tent secured. Across the isle, Lloyd Mathis was helping the owner of a Simca 1000 adjust his valves. Since we hadn't eaten we invited Lloyd to join us for dinner at the Middlesex diner when he finished.

With all our work done we headed back to the hotel to get cleaned up. As we were checking in we met Nick Chennelle. Nick had driven down from Rochester, NY in his GTA Convertible. Unfortunately the GTA had been in a duel with deer and had lost. Nick had replaced the hood fender and grille but it was still in primer. Nick had driven down the night before in heavy fog, and had spent the whole day in the sun without any protection from the sun, so he was fairly burned. So we said good night to Nick and made plans to meet for breakfast at the Middlesex diner for breakfast.

Following a decent night's sleep we awoke to see cloudy skies but the weather was for no rain until later in the day. So 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 was there for the first time without a Renault. Also, Lloyd Mathis had again made the long drive from St Louis in his better than new Black GTA. We were also joined by a first timer Sandy Lea, who had driven down from New Jersey in his beautiful silver GTA convertible. Soon after Sam, Nick, and I sat down, we were joined by another local member John Mullins. John has also been having health problems. He is still recovering from a bad car crash, and for a while last year he was in a coma. 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. 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, and I put up the club banner and various flags. We also had a snack table as well as table provided by the Central PA Renault Club. Special thanks to John Vogler and Don McLaughlin for feeding everyone. We also were displaying our club magazines, applications, and photos from previous meets. Everything looked perfect. Then as if on cue, the sun tried to peak through the clouds.

It wasn't long before Brian and Shannon Peters arrived in their French Racing Bleu R5 Turbo I. Brian and Shannon are from Washington D.C., they had come to the show last year, and this year they joined the club. They even asked about the Best of France and Italy show, and they hope to attend in November. Tom Tweed had decided to brave the possible bad weather and came over from Redding in his GTA convertible. 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-five cars. We also had the Simca 1000 model that Lloyd had worked on the day before. Even the Peugeot club had a solid turnout.

Probably the nicest display this year was the Sunbeam Club. Besides all the normal Alpines and Tigers they had a couple of early convertibles. This year's event theme was Japanese Cars. But other than a few rare models they took up their normal spot, and featured mainly Z cars, RX7s, and Miatas. The Fiero club, which normally has hundreds of cars, wasn't there. I heard something during the day they had a disagreement with Carlisle events and pulled out. In their place was a new display of vintage motorcycles.

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 Lloyd's Black GTA, followed by Brian and Shannon in the R5 Turbo. We awarded third place to Sam Stuckey's R18i wagon. Fourth place went to John Vogler's Silver GTA.

Honorable Mention was given Don McLaughlin's R5 racer, and Lloyd also received the award for the farthest distance traveled of more than eight hundred miles. Special thanks again to John Mullins for preparing the awards this year and taking the photos for this story.

We had several regulars who were no shows. But with the threat of terrible weather I wasn't surprised to learn that Barry Timmons didn't come down in his Medallion. Also AWOL was Clayton Hoover again. I talked to him a while back but being a married with young children takes up most of his free time lately. While we missed several regulars we also had a few surprise guests. Angela Feltis again made the trip from Wisconsin. She was looking for a driver's side window regulator for a GTA. Also Giff Kucsma came down for New Jersey. I hadn't talked to Giff in a few years and it was great to see him. Finally, Joe Wagner made the drive up from Cincinnati in his daily driver, a beater GTA.

Carlisle was great success this year, we hope to see more club members next year! 🍷



Favorite Flops: Misfit Cars and the Owners Who Love Them

By Tom Incantalupo

Recently Jacques Lynn was contacted by Tom Incantalupo of New York Newsday. He was doing a story about cars that weren't popular when they were new like the Edsel, Pinto, Yugo, and he wondered if there were still Renaults on Long Island. Jacques was more than happy to put Tom in touch with our club Vice President, Jesse Patton, in Babylon, NY. The following is an excerpt from the story that ran in September 9th edition.

The social outcasts and ugly ducklings of the road are still the engines of passion for their devoted owners.

AMC was controlled for a time during the 1970's and 1980's (until Chrysler bought it) by another whose products were under appreciated and never sold well in America but has fans nevertheless -- France's Renault.

Jacques Lynn of El Cajon, California, who sells parts for the cars and is secretary of the Renault Owners Club of North America, said the carmaker sold two small sedans here in the 1950s the 4cv and later starting in 1956 the larger Dauphine, the former being France's answer to the VW Beetle. "Their cars are much prettier than the Volkswagens," Lynn said on his beloved early Renaults.

Collector Jesse Patton of West Babylon, who is the club's Vice President, said he had two Dauphines, having fallen in love with French cars during two tours with the Army in Vietnam, which had been a French Colony. "There were a lot of French cars over there," he said. He drove his Dauphines daily and they rusted to pieces, said Patton, who is 64 and a retired from the news video business. Now he owns three 1985 American Motors/Renault Alliance convertibles and one 1986 Alliance Sedan. "It was a very handsome car," he said of the Alliance. And in 1983 and 1984, it was Motor Trend's Car of the Year. But Consumer Reports found it to be a dog in reliability, and it was gone by 1987.

Since the story ran, Jesse has received several calls from current Alliance owners still on Long Island. He has referred them to our Membership Secretary so hopefully we will have some new members from the publicity of this article. Thanks Tom for introducing us to these owners, as well as reintroducing Renault to many in the New York area.

Editor's note: It is nice to see some of our members' name in print other than in the Renault News! 🍷



Baker Motors

By Edward Baker

Back in 1948, I returned from the Merchant Marines and my father, Henry Baker and I established a large repair shop with a showroom. Baker Motors was located at: 348 Hempstead Turnpike, Frankline Square, LI, NY. We sold motorcycles, motorbikes, and scooters, and then secured a Renault dealership as well as a distribution depot for other area dealers. We employed three mechanics and stored up to 40 4cvs at any one time. Many returning GIs were familiar with the little nimble soft riding car with exceptional performance and it wasn't long until we started selling them.

Unfortunately, France had a shortage of many quality materials after the war and it wasn't long before the cars needed service. Exhaust valves started to burn after as little as 5,000 miles, the corners would burn off, and we would replace them with a German made valve similar to a VW. Later the Renault factory supplied a longer lasting valve, along with head gaskets of copper and asbestos which also solved the problems of blowout and water in the oil. Also, the oil seals were faulty causing oil to leak onto the clutch lining, causing slippage.

Another common ailment was sparkplug stripping because of the angle that the spark plug had to be installed in the head or from over tightening and stripped threads. To fix this, we installed metal inserts from Helicoil brand. Ignition problems were also common with the SEV brand. Ignition points continually burned out due to bad plating on the contact surface. Radiator mountings came loose and the cores had to be re-soldered and reinforced to stop leaking from vibrations

Motor mounts and oil rings were also common complaints. The most annoying problem had to be squealing brakes. We would replace slightly worn pads with new and they would still squeal. When we couldn't find a solution, we began buying linings from an American company and riveting them on to the shoes. Our mechanics were always trying to adapt parts and materials from other applications, as it took Renault some time to deal with many of these issues.

On top of all the quality issues, there were some definite design flaws. Rear axles snapped from lack of lateral support. We always stocked six of them at a time. We advised owners not to over race the engine or attempt quick getaways or to try to burn rubber. Front wheel bearings chipped continuously because of being undersized for the size of the wheels' diameter.

Almost every part of the car had problems and to keep the owners satisfied and the cars running, we used a percentage from sales profits to offset repair costs. This helped to create goodwill for the Renault car company and our dealership. Many times we didn't tell the customers about the problem, we just fixed it under the title of tune-up.

Any Renault that we saw on a used car lot we would buy up and recondition. We controlled the old Renaults in our area, and kept the car values up. Most customers used their cars to drive to Long Island Rail Road station, and for other short trips around the Island. Initially we sold the 4cvs for \$999, and later when the Dauphines came out we offered them for \$1250.

While our dealership was never officially terminated, we stopped selling Renaults. We just stop receiving cars to sell or parts to repair them with. There was a worker strike in France that seemed to go on for more than a year. We contacted Renault several times, but as we later found out the man in charge of American distribution had been killed in an aircraft accident. After that we continued to service Renaults, but eventually became a VW dealer.

In conclusion, I have driven many cars in my 64 years, but will always remember the 4cv and Dauphine fondly. These little cars came with personality and superior performance when everything was working correctly. With that different feel behind the wheel and being so low to the ground, ah memories. 🚗



Latest News on Shin

By Marvin McFalls

In our winter issue I wrote about our annual visit to Frazier Park. Unfortunately, our good friend Shin Yoshikawa wasn't feeling well that weekend and he didn't spend as much time with us as he normally does. I recently had a chance to speak with him and he has some interesting Renault related projects, so here is an update.

I mentioned that Shin had recently bought a Renault Caravelle in the last issue. I believe I also mentioned that our good friend Dene Barrett is also a proud owner of a Caravelle. As we were checking out Shin's new addition, Jonathan Burnette mentioned that back when these cars were originally being built in Italy, students had done the body filling using lead. Shin said that he wasn't surprised to hear this as the quality of lead work wasn't very good on the Caravelle. I mentioned that working with lead is a lost art since the invention of modern body fillers.

It turns out that for more than 40 years Shin has worked with lead. When Shin and I were speaking recently he told me that he had done a tech session for a Datsun-Z group showing them how to properly lead in a windshield. He mentioned that both Dene's and his Caravelle were in need of some lead repairs. Shin suggested that maybe this would make a great story for the newsletter. I agreed, but Shin mentioned that his English isn't the best, so we decided to volunteer Dene to help him out with writing the story. So all you Caravelle fans should look forward to a little Lead 101 in an upcoming issue later this year.

He also recently bought a Fiat 1500 Cabriolet. Thirty-five years ago he owned the same car back in Japan so it is quite nostalgic for Shin. It was quite interesting Shin had to pay 10 times as much for his latest Fiat as he did for the original.

Recently, he finished Steve Millen's IMSA racer Nissan 300ZX. If that doesn't interest you, he has also started to do his first cut-away featuring a Renault. Well, technically it is an Alpine. To my knowledge it will be the first technical cut-away drawing of an Alpine A110. I suggested he do it in race trim. Shin has sent me his initial pencil drawing to include in the Renault News. If you wish to learn more about his work, visit his site at: (WWW.KAIARTINTL.COM)

Besides all his cars and artwork, he also is working on an various articles for car magazines in the U.S. and Japan. If that weren't enough, he recently found time for a piano recital. As he often tells me, he is way too busy. Shin is an incredible talent and we are lucky to have him as a member of our club. 🍷



Jesse's Corner: The Juvaquatre-Dauphinoise "Rapide Elegante"

By Jesse Patton

When I look at old photographs of the Juvaquatre and the Dauphinoise and compare them with another favorite of mine, the Hupmobile of 1935-1938, made here in the United States, I get to thinking that the designers of these cars were looking over each others shoulders some seventy years ago, at least style wise.

These vehicles never came to our shores in great numbers. I recently became aware of one that made it over here under the auspices of one Staff Sergeant, Billy Fischer of the 11th Airborne Division. During the war the 26 year old Sergeant was stationed in the Pacific, however when the war ended there, he was moved to occupation duty in Germany. He was discharged in 1947, but not before he bought himself a '47 Juvaquatre Billy named her "Fifi" while he was in France. From the photo his son gave me one can assume the driver's side rear of the roofline was damaged while in transport back to the United States.

Back in 1935, Renault had become well know for building Limousines and high end roadsters. Like most car manufactures of the day, they were still catering to wealthy car buyer. However with the success of Henry Ford and others prior to the Depression building mass produced vehicles, Renault knew the day would come when the automobile would become more affordable. So they started a new project called the Junior. The new prototype was a two-door, four-seat sedan. It was the first Renault to have unitary body construction; this would allow this vehicle to be produced in much larger numbers than previous hand built models. Unfortunately they still hadn't developed a small modern motor, so the prototype featured an outdated side valve, four cylinder with a capacity of 1003cc (23 hp) mated with a three-speed transmission. The signature styling characteristic of the Junior was the front grille which had vertical bars similar to the earlier mentioned American Hupmobile.

Under the name of Juvaquatre, the new vehicle was launched in 1938 priced at 16,500 Francs, much cheaper than other Renault models and very competitive with other entry level models of the day. Only 9,000 models were sold, mainly due to the fact the public preferred four-doors, so one was introduced. In 1939, 18,000 cars were sold. As luck would have it a prototype roll top convertible (décapotable) was built, but never made it into production. With the escalation of the war, production of the Juvaquatre was ceased.

On January 16, 1945 the Regie Nationale des Usines Renault was created. However most of 1945 was spent rebuilding the factory and only 5 Juvaquatres were built. In 1946 production improved as 8,536 models were built. The



1942 Prototype



1943 Prototype

cars had received some upgrades not available before the war. The new models featured hydraulic brakes and shocks, and a larger fuel tank which held 8.4 gallons. Acceleration was 26 seconds from 0 to 50 mph, with a top speed of 62 mph. A new modern engine was still needed, but on the other hand, at 40mpg the Juvaquatre was at least fuel efficient.

By 1951, the Juvaquatre sedan was dropped in favor of an extended model called the Dauphinoise. The Dauphinoise featured two versions; a station wagon with window, and a commercial van without. With the introduction of the 4cv the Dauphinoise was given the modern but undersized 747cc engine. In 1956 it was upgrade to 845cc with the introduction of the Dauphine. This gave the car a whopping 26 horse power. Along with the new motor, the Dauphinoise was given a new model code: R2101. By 1960 the writing was on the wall. A new model, the Renault 4 was being built and would be introduced later that year. The R4 was another Renault we were not able to get over here.

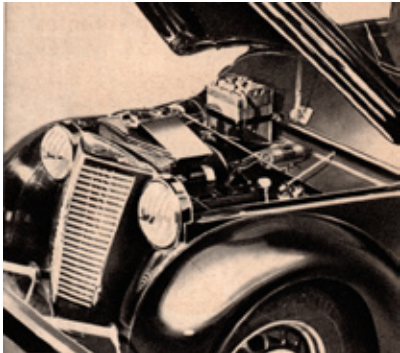
While the Juvaquatre/Dauphinoise had a 25 year history, unfortunately very few models were produced compared to the 4cv or Dauphine. While the cars were severely underpowered, the styling and lack of doors have made them popular with collectors through the years. Should one desire an old Juvaquatre or Dauphinoise, they are still being sold through magazines like Gazoline in all conditions and prices. Gazoline is a French old car publication and a joy to read. I have Marvin McFalls to thank for that. 🍷



1943 Prototype



1945 Production Model



1945 Break
(Wagon)





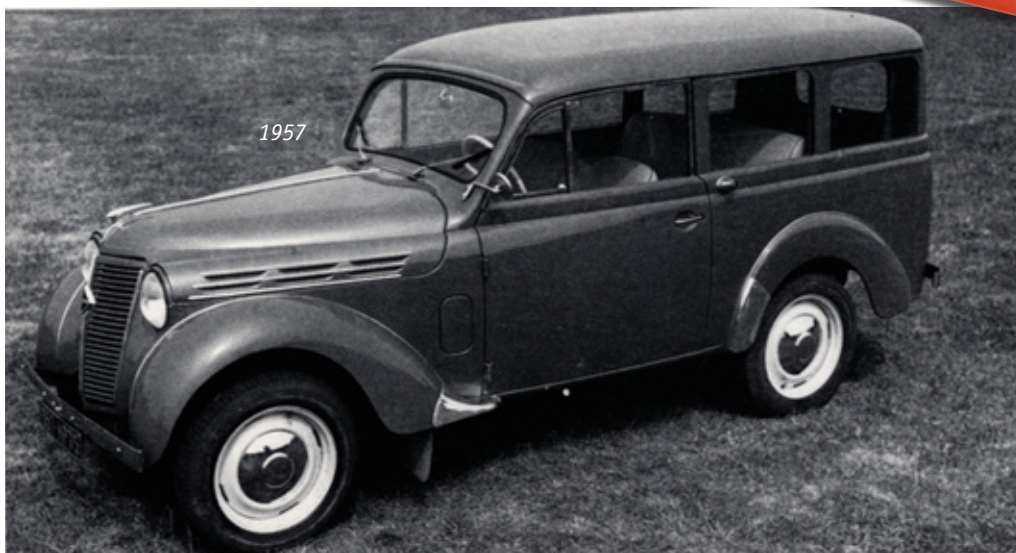
Many Juvaquatre were produced and used by German occupying forces during WWII. Louis Renault's factories worked for Nazi Germany producing trucks such as the Type AGR, with work on cars officially forbidden. He was, for this reason, arrested during the liberation of France in 1944 and died in prison in mysterious circumstances before having prepared his defense. The provisional government of France seized his industrial assets. The Renault factories became a public industry (known as Régie Nationale des Usines Renault) under the leadership of Pierre Lefaucheur. Yet under the very noses of the Germans, Renault developed and tested a prototype of the car, which would become the 4CV.



1949 Prototype



1950



1957

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