

RENAULT NEWS

92
Summer
2009



“Froggie”

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Renault Owners Club of North America

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Renault News is the newsletter of the Renault Owners Club of North America. This newsletter is published quarterly. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road.

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New Members

US\$15 for 1 year online membership: worldwide

US\$25 for 1 year postal membership: (effective 6/1/09)

(U.S. only)

US\$30 International postal membership (including Mexico & Canada) Join online at www.renaultclub.us/join

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

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

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Renewals-Registry Information and Address Changes

Renew online or mail payment to:

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

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Classified Ads

Place ads online at www.renaultclub.us/marketplace

Or mail brief ads to:

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Issues 1 to 57 only \$7

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June 2009, Renewals

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Brown, Britton

Chattin, Daniel

Daniel, Mark

Fitzgerald, John

Halley, Russ

Hockin, Richard

Karlsson, Karen

Kling, Gerald

Laucius & Asso

Losos, Michael

Mitchell, Kenneth

Muniz, Pedro

Petrosie, Thomas

Reynolds, Ken

Strauss, Robert

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July 2009, Renewals

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Bauer, John

Bourque, Jacquelyn

Donley, Ross

Etemad-Moghadam, Cyrus

Evans, Richard

Johnson, Brian

Krajcovic, John

Miller, Herbert

Mitchell, Ken

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Peters, Brian

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August 2009, Renewals

Brokaw, Kevin

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Downes, John

Dixon, Gary

Dufour, Max

Duran, Pedro

Erne, Robert

Jackson, Kern

Johnson, Brian

Keenly, Mike

Macek, James

Peters, Gary

Rapoport, Jed

Sahli, Theodore

Yem, Conan

Willims, Michelle

Wischkaemper, Mary

Wood, Russell

Membership Dues

Ever since the club was founded by 10 original members chipping in \$20 to get the club started way back in 1991, our annual dues have been \$20. Unfortunately since then the price of a stamp has gone from 29 cents to 42 cents. On May 11th stamps went up to 44 cents. We have known for a few years that due to the steady increase of postage that we were going to have to raise dues. Postal memberships are now \$25 in North America and \$30 for International postal members. 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!



Treasurer's Report

By Sharon Desplaines

July 1, 2008 to December 21, 2008

Beginning Balance:

Checking account	<92.66>
Savings account	6189.85

Income:

Postal dues	797.34
Paypal dues	535.66
Interest income	64.53
Total	2397.53

Outlay:

Postage	246.38
Copying	43.62
Supplies	28.18
Advertisements	360.45
Other	30.00
Website	45.00
Reimbursements (members)	42.78
Newsletter/Printing	1093.71
Car Shows (Carlisle)	114.91
Total	2007.69

Ending Balance:

Checking account	735.13
Savings account	5751.90
Total	6487.03

Income Less Outlay

389.84

Ending Balance Less Beginning Balance

389.84

Sharon Desplaines, Treasurer



Best of France and Italy, November 1st, 2009

By Marvin McFalls

Come join us at Woodley Park, Van Nuys for a day with the best of French and Italian motoring machinery. This a non-judged show, from the rough restoration project to the serious concours offering. All are welcome. We will meet up at Jerry's Deli on Ventura Blvd at 8AM and caravan to show from there. We are also planning a visit to the Nethercutt Museum on Friday afternoon, so if you are interested in attending please contact me at moose01@earthlink.net or at 865-387-1004. Can't wait to see everyone! 🍷



Renault Alliances in France!

By Marvin McFalls

Here are some photos from the annual Renault Alliance meeting in France. This year's event included 17 Alliances, a GTA convertible, and 1 DeLorean. The Renault Alliance convertible was only produced in Wisconsin, never sold in Europe. All of these models were imported from USA. One Red GTA Convertible just recently arrived from California. To learn more about Renault Alliances in France visit: www.renault-alliance-club-passion.com or www.renaultalliance.net 🇫🇷



Alice Ramsey's Centennial Drive

By Marvin McFalls

On June 9, 1909, in a rain drenched New York City, a crowd of wet photographers gathered at 1930 Broadway to snap pictures of an "automobile" and the four poncho-cloaked women within. The car itself was a dark-green, four-cylinder, 30-horsepower 1909 Maxwell DA. Off the Maxwell drove with a clank of tire chains westward on a transcontinental crusade: the first all-female cross-country road trip. It would take the 22 year old Alice Ramsey two months to weave her way from New York to San Francisco.

Now we flash forward 99 years to June 1, 2008. A group of women are planning to repeat Alice's feat in early 20th century era vehicles. One of these gems is actually the only remaining 1909 Maxwell just like Alice drove. On that day, club member Phil Ross met Dorothy Grace at the Ypsilanti Orphan Car Show. Dorothy attended the show with her two Renaults. One a 1908 Type AG and the other a 1909 Type AX. At the time Dorothy was hoping her three daughters would also join her on the trip driving the Renaults.

As it turned out on June 9th 2008, Dorothy started out in 1911 Regal, Emily Anderson in 1909 Maxwell and Dana McNair in a 1909 Cadillac. Carol Davis was in the 1911 Pierce. Unfortunately, somewhere between Poughkeepsie and Albany, the Maxwell and the Pierce dropped out. On Day 4 the Regal gave up, so Dorothy sent for her 1915 Model T. This was a wedding present when she and her husband were married. On Day 6 the Ford joined the Pierce in Ohio and Dorothy was driving again.

Phil Ross met Dorothy, her husband John, and daughter Emma near Perrysburg, Ohio near the Indiana border. Phil clocked the Model T at 37 mph. As they continued across the country the ladies passed thru a heat wave in Illinois, Iowa, and especially Nebraska. By the time they made it to Wyoming there was finally a break in the warm temperatures, but they continued to worry about the cars overheating as they began to climb up into the Rockies. By July 01, the group had made it all the way to Utah. They spent the Fourth of July in Nevada and the following morning they entered California.

With the end in sight they decided not make the finish line in San Francisco. They figured driving across the Golden Gate Bridge was tricky enough in a modern car. So they decided the California Automobile Museum in Sacramento would make an interesting ending point. So the whole journey took less than a month. That bested Alice Ramsey, who took two months 100 years ago. Then again Alice didn't have paved roads for most of her trip.

All told, Dorothy had traveled just under 3000 miles in the 1911 Regal and the balance remaining in the 1915 Model T. She had also driven a 1911 Pierce, 1912 Locomobile and 1909 Cadillac. I believe Dorothy and all the other ladies that took



part in the trip will have a lifetime of stories to pass on. You can follow the log of their trip at yahoogroups.com Alice09 is the name of their group. 📍



Carlisle 2009: The Rest of the Story

By Marvin McFalls

We were right up against the deadline for the last newsletter, actually we were past it but we wanted to do a quick write up since John Mullin had sent me his photos so quickly. So here are some of the details that were omitted from the original story.

In my first effort, I forgot to mention one of my favorite activities at Carlisle, looking for Renault parts, literature, and other collectibles from the show vendors. In my first attempt myself and three John's, that would be Vogler and Mullin as well as young man name John who was John Vogler's foreign exchange student from Australia made the rounds. While we weren't that lucky, we did find some new Renault vanity license plates and Vogler and I purchased the last two he had. When we returned to the show field, Sam talked me into giving it to him to replace the rusty one currently on his car. So Sam and John Mullin proudly installed the new plate on his 18i.

On my second visit to the vendor isles Sam and I found some interesting Renault literature and Sam bought several brochures for his collection. Tom Tweed also found an original ad of an 18i wagon, the same exact model and color as Sam's, so he bought it and made it a gift to Sam. We also ran into Uncle Charlie, he sells Koni shocks and I have bought several sets from him for my Fuegos over the years. He actually had a set that day, but I told him that I still have the last set I bought from him on the shelf. Unfortunately, Charlie was attempting to sell out his entire Koni collection so if you need any let me know and I will put you in touch with him. Other than Nick Chennelle finding a couple of alternators this wasn't a great year for Renault parts, but for me the fun is in the searching.

Following our swap meet at the fairgrounds, several people were interested in going to John's to pick up some additional parts. I had contacted him about some ignition modules back over the winter and he had a set of original 18i wheels that Sam wanted. So we made the long drive (approximately three miles) to Vogler's house. To my surprise when we arrived, almost everyone had followed us over from the fairgrounds. So we had a second swap meet.

Once John had finished selling parts, we decided to give away some prizes for everyone who had made the drive over. A few years back a club member named Dave Drayer had made up some photos for us to try to help promote the club. Unfortunately we decided not to use them for reasons you will understand, but they were about to make some great grand prizes in the first ever Renault Club raffle. Believe it or not, John had some raffle tickets in his garage, so we gave everyone who had made the drive over a ticket. Much to my surprise, I won choice of the large framed posters, and Sandy Lea won the other large poster. We made sure everyone left with a prize as we had smaller business card size photos for everyone else. If you decide to come to the show next year, please bring a Renault related piece of memorabilia for the second annual raffle.

It was nearly 5:00PM and we had 500 miles to drive, so we said farewell to all our Renault friends. As we headed back towards the interstate there was a long line of car heading north, but we made it through downtown Carlisle in near record time. Within a few minutes we were on I-81 South, after about an hour we entered West Virginia, and it wasn't long before it began to sprinkle, by the time we reached Maryland it had turned into a steady rain, and when we arrived in Virginia it began to pour. We fought the rain for almost an hour, but by 8:00PM we decided to spend the night in Harrisburg.

Following a good meal and rest, we awoke to find the heavy rain had passed. As we continued south we ran into a few small showers but nothing like the night before. Traffic was light and we seemed to make pretty good time. We stopped about fifteen miles from the Tennessee line and had some lunch. After filling our stomachs we drove the final two hours back to Knoxville. After unpacking the car we went into the house. It wasn't but a few minutes before Sam fell asleep. It is always fun to get away, but there is no place like home.



I look forward to returning to Carlisle next year and hope the weather is clear and sunny all weekend. However, in all the years I have visited, I don't ever remember at least some rain during the trip. 🌧️





Latest News on Dogan Karaosman

By Jesse Patton

For regular readers of this publication you will recognize the name. Dogan and I have been friends for nearly as long as there has been a ROCoNA. He was one of our first international members, and definitely the longest standing. Unfortunately I am sad to report the latest news on Dogan is not good. He recently suffered an Angio Sarcoma, as I have since learned this is an obscure type of cancer that attacks the bones of the head with a multitude of other symptoms including blood clots.

Please keep Dogan in your thoughts as he undergoes treatment. Anyone wanting to send best wishes for a speedy recovery can reach Dogan at: e-posta:suatkaraosman@superonline.com Also you may write him at: Elmadag CAD 57, Sisli Istanbul, TR-80230

I will try to get an update on his condition for a future issue. 🍷



Mary Cunningham's "Froggie"

By Arthur Leland Cunningham

On Sunday, 2 Nov. 2008 I received an email from a fellow Porsche 914 owner saying-in part:

*Hi Automotive Enthusiasts,
Yesterday morning I viewed a large collection of various makes of cars & trucks (estimating 50-60), the vehicles are mostly parts cars/trucks, major restoration projects and there are a few vehicles that might require little work! The property/car owner has been instructed to remove said unsheltered-vehicles off his premises by December or the township will send them to the shredder & bill him. I'd hate to see that happen to the some of the nice & rare vehicles!*

I took my wife out to see what was there and she just thought the little gray car with suicide front doors and engine in the back was the funkiest and cutest thing she had ever seen. Thusly, began my winter odyssey with a 1961 4CV Renault with 2000 Arizona license plates meaning it had sat outside in the Extremes of Wisconsin weather for 6-7 years—with a pretty straight body and good seats. There was an original spare tire and a set of pistons and cylinders/gaskets set in the trunk along with wheel trim rings and other stuff like a metal piece off the driver's seat running track. It reeked inside and out to the heavens of old heavy paint thinner. The gas tank filler tube was open. I later surmised that the permeating smell had actually saved the interior of the car and carpets—as the field mice must have eschewed the odor! Even the fiber matting under the good rubber floor mat in front was in original NEW CAR CONDITION (arid Arizona conditions and old gas smell be thanked). The seats were quasi covered with lint fallen off the headliner which would eventually need replacement.

First, a note of background on the collection of cars found at the site; the owner was an engineer of approx. 50 yrs of age. His modus operandi was to search auto magazines and the net for unusual or unique reasonably priced autos during the week and go across country on week-ends with a trailer and fetch them home to his "kettle" of a valley and park them as described above, with intent to start a museum of sorts called Apple Valley Historics or some such.

I asked him, "What do you want for the Renault 4CV?" He said, "Everything is negotiable, \$3,500." I said, "\$2,500?" Done deal! The ignition key was not with his sets for the other cars though. After a day of trying many, I was frustrated enough to ask for a \$100 refund, to pay for what would be surely a great hassle to replace. Finally, I spied a funny looking key just lying on his stairway carpeting with a lot of other detritus. There it was, hiding in plain sight! Deal on again and I called a flatbed tow-truck.

While reconnoitering the car, the first things were to



put a rubber stopper found in the car in the gas tank tube (in the engine compartment?!! What the Hey?!!) And sprayed off the engine, transmission and appurtenances with brake cleaner spray—about four cans—while airing and cleaning out the car. The smell retreated and was gone. In working on the brakes I hooked a trouble light in the axel spring and that heat set off mouse pee smell (I know that one well from the various cars I have saved from field decay) and there went another can of spray Brake Cleaner! Only surface rust on the underside and I would find, eventually, only 4 bolts and screws not original to the car.

Next I ordered parts books, Shop Manuals and Glenn's book on Renault 4CV and Dauphine. Ordered front brake shoes and wheel cylinders from Jose (Renault Source) in Miami and did them all around. Looked into the lighting/electrics and I nearly memorized the wire and connections numbers of the Chassis wiring diagram. Jose said he did not have a directional light switch but that there was an old guy out in Calif. who might. At least two weeks enmeshed in electrics and lights and repairing the horns.

Now it was time to get her to run and taking the original 4CV Owners Manual I did the following: repaired the distributor (I used plastic from an old phone jack receptacle to replace the fiber insulating pieces) and set the new points found in the car. Did the valves, cleaned out the full up with gunk fuel pump, took apart the carburetor and cleaned the crap out of it, found a 6 Volt battery, put grease in the transmission, drained the tank, and other necessities over a period of a couple of weeks. It popped over and ran on first crank, but, wowser, it ran so rich and with such black exhaust that my eyes burned in a couple of minutes.

So, it needs an engine overhaul and that is what the piston and cylinder set was doing in the trunk. And, by this time I had taken out the front window to have another made by a glass shop, but I needed to know the condition of the clutch and transmission. Knowing that the police rarely come down our street, I took it out for a spin. Clutch was slipping but the synchros were good and it shifted nicely. Actually found that the pressure plate was the problem.

Having a limited amount of space in the two bay garage, I decided to take Jacques' suggestion and pull the engine away from the transmission and change the clutch parts in with it in the engine compartment. I drilled a hole in the ceiling of the garage and went upstairs in the attic and placed a couple of two by sixes across the joists and wound cable around them and hung a tie down strap with tightener from it and that was my hoist. I even put a board down



in there, the two radiators off to a shop to be rebuilt with new cores, and laid the engine on it and did the rebuild right there.

Other stuff required from Jacques included new fuel and oil pumps, senders for water temp. And gauges. New gas tank needed also, after jacking it up to do something and found gas on the floor. The floor under the car was a pool of transmission lube and all of the bolts on the casing needed tightening... that probably figured in on the owner deciding to sell the car. With the engine out all the grease seeped out. Later I made a new gasket and voila!

The funniest, well, not at the time, part of starting the engine after the rebuild was the process. The engine was so stiff that the starter wouldn't turn it over, (in the rebuilding process I had to use a pipe wrench on the crankshaft pulley to turn it over while putting in cylinder sleeves and pistons). So, I would stand in back of the car with the hand crank inserted and then tell my wife in the driver's seat to turn on the ignition and starter motor. It popped over superbly and it ran first time at idle just fine for about 10 min. But we had to go through the same process every time we tried to start it until I drove it about 4 miles. Then the starter gave out and I had to replace that too.

The thick gray paint which had been applied to the body-even drips visible in some areas-some where along the line hid a multitude of dents and dings. It appeared also that something, like a tree maybe, in Arizona?, had fallen on the top surfaces of the body, hood and fenders. Body work! I hand spray painted (gloss black Duplicolor engine enamel and gray to match the original gray and when I got it just right it had no orange peel and didn't need any wet sanding—though there were some areas to be buffed out. Many friends are unbelieving it is a spray can job. I two toned it mainly to give dark background to the taillights and turn-signals. I will say the taillights may be a bit on the cheaply made side, but the illumination of the lights is much better than the same period VWs. It may go to a body shop for paint someday but my discretionary monies are gone now except for the headliner on order and most people think it has already been there.

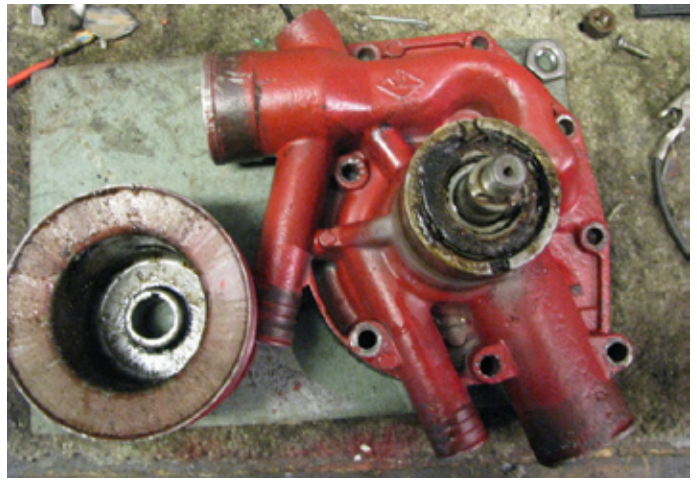
This has gone on long enough, but suffice it to say there were times in which one had to resort to inventiveness or just plain intuitiveness. Example: I realized that the rear brakes were hanging up and dragging. I had been doing and redoing the brakes for a couple of days ad nauseum. I finally went to a local car parts store (not a nation-wide chain) where they found a kit (for a 93-96 Ford Escort) which had two brake shoe return springs in it that were reasonably close to the ones in the 4CV for only \$15.

My wife now drives it every day to her yarn



shop in town centre Delafield, Wisconsin. And the best part of it all; Upon stopping at the BP station on the first trip out and around, I was inundated by people who seemingly came out of the woodwork asking to take pictures of it and asking questions of type and origin! No one had ever seen a car like this. Up to this 4CV I had been a German car buff and the engineering of same. In this I have found the original screw together type of car but with some very interesting and neat features too.

It is truly so cool to see heads turn, eyes widen, and tongues bob at you as you putter along the roads and streets in a 4CV! What fun to be alive. If I could only wish for another one, it would be a rag top 4CV! 🚗



Encore in Monterrey

By Fernando Zavala

I bought my first Renault last May. I was looking for a little car for my personal daily driving. I needed something inexpensive and I found this 1986 Encore GS, made in the USA. It was parked for 6 months with a somewhat rough body, missing grill, an awful console, no battery, computer system changed for an unknown carburetor and starter, an adapted distributor cap, dead window mechanisms, dead door locks, no ignition key, and a ton of dust, but it had this something that captured my heart. I went ahead and bought it.

Now I am thirty-three years old, and as a kid I loved Encores, Alliances and R5's but they were far from my budget as a teenager, so now I made my dream come true and my very first car I personally owned is my 1986 Encore GS.

Although I live in Mexico, I live in Northern Mexico and this is not Mexico City and Central Mexico with those pre-1987 Renaults running everywhere, this is a quite different market where Renault didn't represent a big slice of the auto market back then. So it is difficult to find parts and service locally.

I took it to my home service repair shop and got it running by itself. There was more to come, starter used to do a terrible noise because someone had attached a Chrysler Spirit starter on the Encore and after a few weeks of a daily 5 minute ride around the block I was unable to turn it off again (without a push). I got a decent Encore starter from a vendor in Mexico City (quite a delivery), but the flywheel was too damaged to start the car by myself so I asked my US parts dealer to get me a good flywheel, a full grille and a new console. Now I have my technician working on it and I am happy to report I am now hitting the road with my beloved Encore.

I have had very short rides with my car, I live in Monterrey a big city with complicated traffic, I don't feel safe driving downtown with the Encore yet but I hope I'll get confident as I'll be able to start it by myself. Now I am able to drive it to work everyday, and though it is the oldest car in lot, it is much better than riding the bus.

The other night I took the Encore to my first meeting with the Renault Club of Monterrey. The meeting took place at the Renault Dealership in Valle Oriente. For my first meeting we had mostly new model cars like Clio, Megane, etc. but there were three older model cars, a Dinalpin, and beautiful R5 and my Encore. After getting acquainted we drove down to a local speed shop to hang out and eat pizza. We continued to talk late into the night.

I continue to work on my Encore GS, and really appreciate the help from my part suppliers both in Mexico and the United States. I will try to keep you updated on my progress. 🚗



Hemmings Update

By Marvin McFalls

On one of my latest trips I read a copy of Hemmings Sports & Exotic Car. It was the June 1, 2009 edition, featuring a story by David Traver Adolphus that included an article on one family's 4cv over 56 years, three continents and...19,000 miles!

I wasn't that surprised by a family holding onto their beloved car through the generations, nor by them having adventures along the way. I recently became aware of a 4cv in Colorado that has been in the same family nearly as long. But how can a car have lived the life of Mary Campbell's 1953 Renault 4CV, and still be nearly new? Its every moment must have been packed with wonder.

Mary was still a few years off when her grandmother, Virginia West, ordered the car, so we'll never know her motivations, but in 1953 the 4CV was a successful import, one of the better-selling European cars. The little R1062 was just about to sell its first half-million and was going strong. They ordered it in New York, so perhaps a 12-foot-long car seemed like a good idea for the city, and the thought of 21 raging horsepower from 45.8 cubic inches didn't scare them. But New York really wasn't on the agenda. Montana by way of Africa was, though, and Mary's mother, Marjorie Ann Mitchell, and grandmother embarked for Paris, where they'd take delivery of the car for their great adventure.

I recommend this story and the magazine, many of our members cars have been featured in the magazine since its recent inception. We may have to take a little offense to the title of the article. David Traver Adolphus nicknames the car Mademoiselle. We can't be too tough on him because he had no idea that was the name of club Secretary/Treasurer Sharon Desplaines' 4cv.

Speaking of David Traver Adolphus, he called me the other day about helping him to identify a 1928 Renault for the auction section of both Hemmings Sports and Exotic Car as well as Hemmings Motor News. The car was sold by Leake Auction Company in Tulsa last month they called it a Type F (?), SN 332348, the body was a four-door sedan by Devadder. It sold for \$5,500.

After doing a little research I discovered it was a Monasix Type RY of which 5,651 were built in 1928. It has a 1476cc six cylinder engine making it a 8CV. It is a right-hand-drive so I assume it was originally sold in the U.K. I look forward to reading next month's Hemmings to see what David thought of the price. In my opinion it was a steal for the buyer. 🍷



XXIII Elegance Contest Huixquilucan 2009

By Francisco Miranda

Following the sad news of the cancelation of the XXIII Concours D'Elegance of the Jaguar Club at Huixquilucan, due to the epidemic restraints in our country, almost a month later we received the good news that it was going to take place on the weekend of June 13th & 14th.

So we all cleaned our cars again, and prepared for a weekend full of great cars (almost 450), and friends from different clubs or associations that we get to see only once a year, at the most important show in Latin-America.

The Alpine Club was very excited that we were to display, along with the usual cars from our club, the unique cars of Alberto Gironella, the Etoile Filante (Shooting Star) and the R25 Formula One racing cars. Renault de Mexico was also eager to collaborate with us, helping with the stand and display of these important racers.

Unfortunately Marvin, Dan, Brent and Jonathan could not make it this time to come to Mexico. The place for Jonathan's Fuego was kept open. So maybe next year?

The cars on display were:

Carlos Calvillo, 1960 Renault Floride with 1300 cc engine fitted

Eduardo Wolf, 1966 Dinalpin A110 Cabriolet

Ángel Espinosa, 1969 Dinalpin A110 Berlinette

Adrian Duarte, 1969 Dinalpin A110 Berlinette

Marc Latiere, 1970 Dinalpin A110 Berlinette

Alejandro Cortés 1968 Dinalpin A110 Berlinette

Guillermo Acosta 1971 Dinalpin A110 Berlinette

Francisco Miranda 1972 Dinalpin A110L GT4

Tomás Marin 1970 Renault R8S

Francisco Miranda 1960 Renault Dauphine-Gordini with 1300 cc engine fitted

Juan Antonio Calvillo 1969 Dinalpin A110 Berlinette with 2 liter engine fitted

Alberto Gironella 1972 Alpine 1800 Group 4

Alberto Gironella 2005 Renault R25

Alberto Gironella 1956 Renault Etoile Filante

This year's Alpine club awarded cars were:

Original Category:

Marc Latiere 1970 Dinalpin A110 (Blue)

Francisco Miranda 1972 Dinalpin A110L GT4 (Blue)

Guillermo Acosta 1971 Dinalpin A110 (White)

Special Category:

Carlos Calvillo 1960 Renault Floride (Silver)

Eduardo Wolf 1966 Dinalpin Cabriolet (Yellow)

Francisco Miranda 1960 Renault Dauphine-Gordini (Blue)

Worth mentioning is that the 42 participating clubs were to display the best cars of their club in order to be part of



the selection of the Best European or the Best American car of the show and this year Alejandro Cortés' red Berlinette A110 was elected, and he was ranked in the top ten overall! Congratulations!

Our friends from the Gordini Sport Club were celebrating their 20th anniversary and for the occasion they organized a toast and had a cake to celebrate. Congratulations and we hope they keep it up for many years to come.

They unveiled two beautifully restored cars, the blue 1967 A110 Cabriolet from Javier González, and the 1975 yellow R5 from Pedro Mora. Nice to see among their very fine cars was Miguel Cacheux's 1969 R10 which was absent from the Huixquilucan event for 5 years. It is always a joy to see a car maintained in such a pristine originality for all these years.

Also on display were 3 cars from the Auto Club Renault México: a Dauphine, 4CV, and a Floride and another source for Renaults was the French Group with two more: one R10 and an R8.

As it is usual for this event, there were plenty of great cars to admire: Mercedes, Jaguar, Mini Cooper, Alfa Romeo, Ferrari, Ford, etc.

The Elegance Contest final awards were:

- Best European:
1952 Mercedes 220B Cabriolet

Tied with the
1947 Jaguar Mark IV DHC

- Best American:
1956 Plymouth Belvedere Convertible

- Best of the Show
1947 Jaguar Mark IV DHC

On again tied with the
1952 Mercedes 220B Cabriolet

We'd like to thank the Jaguar Club and Frank Name for letting us take part in the show. We look forward to returning next year, as it appears that the land at Huixquilucan will not be sold. 🚗









The Medallion Quest

By Chris Davidson

If you recall at last year's Best of France and Italy show I had asked Marvin to announce to the members that I was searching for a Medallion with an automatic transmission, but was interested in buying a later model Renault. Here is the latest on the Medallion quest. I heard from several members with cars for sale, most were Alliances. As it turns out The Medallions are few in number and most are far away (east-coast.)

So after months of searching, I bought a 1987 Renault GTA. It is a white coupe with black/grey interior. It was located near Stockton CA. My wife, Gloria and I flew up to Sacramento, California, on a Sunday evening. Stayed in a hotel overnight, and then caught the Greyhound bus the next morning for Stockton. The owner (Jeff) who sold me the car sent a friend out to pick up my wife and I from the Greyhound station. Once we arrived, I looked the car over, liked what I saw, and took it for a test drive up the country road.

While it ran pretty good, I could tell from the short drive that it was in need of a tune-up, as well as new struts and shocks. Anyway, I paid a \$1000 for the car and we hit the road about noon for our 400 mile journey back home to Southern California. The car ran fine with no problems. However, as I soon discovered the car does not have working A/C or even a working blower fan. What the car does have is a sun roof, which I thought was a nice feature when I purchased it. But driving on a sunny California day was allowing the sun to radiate heat through the cabin and we were beginning to roast.

I told Gloria we would need to find a pair of scissors so I could fabricate a temporary cardboard shield for the sun roof. After a brief stop in a Wal-Mart and lunch, I blocked the sun roof and we were on our way again. We pulled into our driveway about 9:30PM. It was an exciting find. The GTA will keep me happy for sometime and should be a good unique commuter car. I am sure that I will be in contact with some of the club's part vendors soon when I need some hard to find parts. 🌀



The Good Guys Show

By Robert Baker

When we last spoke I had driven my Simca 8 to the Best of France and Italy Show last November. Unfortunately on the drive back to Colorado my TR3 engine expired. While I was at the show I had discussed possible ways to get my 1959 Floride to run in the higher elevations of Colorado. Jonathan Burnette had recommended replacing the R8 Gordini engine that is currently in it, with an Alliance engine with fuel injection similar to Jacques' "Butter Pat". I even considered taking the car to my family farm in Illinois where elevation would have no factor on the dual webers being that there isn't any. However, for the time being I have decided to tough it out here in Colorado.

For the Good Guys show I trailered the car over the mountains to above Fort Collins and then drove the 30 miles from there to the show. The show is mostly for hot rods 1972 or older, but since the Caravelle has the Gordini engine and the dual Weber DCOE's it certainly qualifies. I am slowly getting the Webers under control, but still have lots to learn. It is fun to drive a Renault that really takes off from 0 to 40, but after about 65 the car is too unstable, so I keep the top speed down. I have had the lead rust in the front lights fixed (it turned out to be quite a job), and the rust underneath replaced. There are still some paint cracks in the back tail-lights that need working on. Like every Renault it is a work in progress. It is amazing how many older guys remember Renaults and even the Caravelles; I had great conversations there.

I put the 1959 publicity picture of the real Brigitte on the

Caravelle Rebuttal

By Robert Baker

In the last issue of Renault News #91, the article on The Latest News on Shin, it states two things about the early Caravelles, first that the earliest models had a lot of lead work, which is true, as we just found out when we repaired the rusted headlight openings on my 1959 Floride; and secondly, that the cars were originally built in Italy, and I am not sure if this is true.

There is a detailed story on the Caravelle in Number 67 of Renault News (p. 15) which states what my French sources also say (see Patrick Lesueur, *Le Renault de Mon Pere: Floride et Caravelle*) that the first Caravelles had the metal stamped by Chausson, the mechanical parts made at Billancourt or Flins, and the body lead-welded together by Brissonneau & Lotz at the factory at Creil, in the Paris suburbs. Lesueur states that from the month of May, 1959, "Each day twenty-five containers holding the body components and 70 metal boxes with spare parts were sent from the Chausson factory on twelve semis. Also, daily, five loads of twenty-two chassis were transported by Renault-Saviem trucks from Flins to the

windshield, and used it as a conversation piece for my 1959; and then this woman came along and she definitely wanted to pose, and she did a great job of pretending to be the new Brigitte. I don't know her name, but she gave me permission to use the photo, so I hope all the members enjoy it. 🍷



factory at Creil."

Originally Renault wanted Luigi Segre, the head of Ghia in Turin, to design the car, but because of contract obligations to Karman-Ghia and VW, he refused, and sent the work to the Swiss branch of Ghia and the Italian designer Peitro Frua, in the Swiss city of Aigle. However, the ever-sharp Renault management sent the money to Luigi Segre instead of Frua, so Frua, in order to get paid, exhibited, without permission, the "Dauphine GT" at the Auto Salon in Geneva, which led to a great brouhaha between Pierre Dreyfus, Luigi Segre, and Peitro Frua. So the car was designed by an Italian, but in Switzerland!

Editor's Note: Bob, thanks for catching my error as I make mistakes (it seems) quite often, so don't hesitate to call me out. We prefer the Renault News be accurate as well as entertaining. BTW, if you are a Caravelle fan I do recommend re reading #67, as it is particularly devoted to the model. 🍷

Turkish Delight

By Ted Franklin

I spotted my first Renault 12 taxi as our plane banked over Dalaman. Oh dear! What was supposed to be a simple chill out holiday instantly turned into a trainspotters dream. I was expecting the Turkish heat, the blue sea, the brown mountains and the colorful boats, but the streets full of old Renaults was a complete, though not entirely unpleasant surprise.

OYAK Renault Otomobil Fabrikalari of Turkey established in 1969 as a joint venture with Renault of France, manufactures passenger cars, engines, their components and spare parts under Renault license. OYAK Renault started production in 1971 with a capacity of 20,000 cars per year. Today the plant which includes body assembly and engine and transmission production units, has the capacity to manufacture more than 360,000 units per year.

Renault is the leading automobile brand in Turkey: one in every six passenger vehicles sold is a Renault. Thanks to its partnership with Oyak, the Renault group has been present in Turkey for more than 40+ years. Today, Turkey plays and essential role in the group's strategy.

Oyak Renault has been producing the Megane, a sedan version of the previous Clio. (Clio Symbol, the sedan version of Clio II is the best selling car in Turkey) and the current Clio, in Turkey, and the country has played and important part in the Logan's development.

Enough of this technical /corporate stuff. What surprised me on this recent trip to Marmaris, on Turkey's Mediterranean coast, was the sheer amount of Renaults on the streets; old and new. It is a particular paradise for the R12 enthusiast, every other car seems to be an R12 wagon. They are mostly twin headlight models, similar to their Romanian Dacia counterparts, and they have been steadily modernized long after the 12 ceased production in France. The most up to date versions have roof bars, revised plastic bumpers, wheel trims, side moldings and interiors reminiscent of the later R21 (Medallion).

Marmaris consists of two cultures divided in time. The current generation with their new Clios, and subsistence farmers with their peasant-style clothes have old R12 wagons full of produce. Bridging this cultural divide are the regions taxis.

Aside from the thumping rap and dance music blasting out from every shop and bar in Marmaris you can't fail to notice that the streets are paved with gold taxis. And they are predominately Renaults. First day out I saw an immaculate R12 wagon taxi plying its trade. Not being quick enough with my camera I missed it and never saw it again.

But there were plenty of other varieties to see. The Kan-



goo is high on the list of favorites though not all of them had the strange cowcatchers. Clios with trunks are also popular. Taxis have a tough life in Turkey so it was encouraging to see so many R12s still working. Not all were as smart as the first one I saw, that yellow paint goes a bit flat with age but they were tidy and solid. Call me old fashioned, but I do think that the original twelves without all the plastic bumpers and trim look far more tasteful than the later models.

The Renault 12 was designed to be a “World Car” and was also built in Spain and Argentina. In Australia the twelve was assembled in Melbourne until 1980. Meanwhile (as seen in the Renault News) the Ford Corcel was built in Brazil. The French built R12 gained a minor facelift in 1975 prior to its replacement by the R9 (Alliance) in 1981.

But the most infamous overseas R12 was produced by Dacia of Romania from 1969 onward. With the 1300 for the common man and the 1300 Super Luxe (radio and twin side mirrors) for the communist party elite. Dacia became independent of Renault in 1978 and attempted to sell the Dacia in Western Europe with little or no success.

Romanian production ceased in December 2006, when they were finally replaced by the Logan. The most recent bout of fame came in the movie Borat, but perhaps a vehicle that sold more than 2.5 million units deserves a more dignified memorial. The fact that lots of them are still working hard in Turkey goes to show Turks still love their R12s just like some of us do.

Editor’s Notes: Ted Franklin writes for the Renault Owners Club of UK and this article was taken from a recent issue. With the news about Dogan Karaosmoan, I thought that an article from Turkey was timely. I hope that in a future issue Dogan will be able to contribute, as we have always enjoyed hearing from him. Get well soon friend. 🍷



Fernando Zavala

By Marvin McFalls

Just recently met Fernando. He had just joined our club and had answered my ad looking for help translating. Since then he has translated several articles for the Renault News and hopefully the Spanish version of our newsletter will get back on track.

Also, Fernando has started a thread on our club's Forum page (www.renaultclub.us/forum). Fernando wants to show you the current state of older Renaults as he travels around Monterrey, Mexico, a city that didn't really appreciate Renault as did some other cities in Mexico. I hope you'll enjoy the photos. To start, check out these photos from a lovely Renault 12 spotted recently outside the Old Monterrey Beisbol Stadium. This is by far the best he has seen on the streets in years!

Oh Normandie! This little Alliance was spotted while Fernando was recently riding on a bus. This one is parked outside a Hair Salon which name is Normandie, is it a coincidence that the next door neighbor's car is a French one. It appears like it is just waiting for the tow to take it to its resting place or maybe the owner will decide to sell it one of these days. Very few like this can be spotted around here. Sad, it seems it needs a new home.

Fernando's latest discovery was a 1978 R12. He also met Jesús Cardosa, the owner of this fine car. He happily agreed to have Fernando take pictures of his Renault project. While the two had never met before, they became fast friends. It turns out Jesús worked as mechanic at the Renault Dealership in Monterrey way back in the 1980's and he even ran R8s at the races vs. VWs and other big cars of the era. He suffered a car crash in a R8 which left a deep and large scar in his left arm but he managed to survive it and now he owns this R12 which he is working to restore. He has a lot of stories and some great vintage pictures so maybe we will see more about Jesús in the near future.

Currently these are the only three cars that he has found in his travels, but check back regularly to the forum to see his latest finds. 📍



The first WORLD event of its kind, bringing the BIG world of MICRO cars to Chicago...

Local microcar collectors and owner/curators of the Small Wonders Micro Car Museum, Ken & Sylvia Weger, longtime members of the Renault Owners Club of North America, along with Larry and Marybeth Claypool, will be hosting the MICRO/MINI CAR WORLD MEET in downtown Crystal Lake at the University Center, located at 100 S. Main Street, on August 21-22, 2010. This is the same group that successfully organized the National Micro/Mini Car meet in 2006, drawing 300 cars and thousands of spectators, making it the biggest National Mini/Micro car event to date.

This will be the first ever WORLD MEET of its kind. Microcar and Minicar owners and their cars, will gather from all over the world to share their enthusiasm for these small wonders. The Weger's are expecting over 500 Micro and Mini cars. Those cars under 500cc are considered to be "Microcars", and those between 500-1500cc are considered "Minicars". Many marques are expected to fill the lush lawns surrounding the University Center. Vendors will provide food and beverages. Alongside the car show, workshops and classes/seminars are being planned.

These tiny cars, known as "Bubble Cars", evolved after WWII as European industries were starting back to work and began producing cars for the masses. They were underpowered and lightweight, sipping fuel to get over 70 miles per gallon. These microcars were capable of transporting families in relative comfort!

Some of the more commonly known marques include:

- Austin Mini (UK)- 1st car to use a transversely mounted 850cc engine
- Renault 4CV (France)- the rear-engine, 4 doors with 750cc engines
- Crosley (USA)- ahead of its time in fuel economy, 717cc engine
- Fiat 500 (Italy)- Cinquecento many still in use today, 60 years after production began
- Isetta (Italy & Germany)- one front mounted door that had room for two people; 300cc
- Messerschmitt (Germany)- tandem seating and airplane-type opening canopy for entry
- Subaru 360 (Japan)- yes, the baby of the Subaru family - 2 cylinder 360cc engine
- Velorex (Czech)- lightweight steel tube frame covered with vinyl fabric; 200cc engine

These microcars and many more will be on display at the Meet. With the World Meet opened to vehicles up to 1500cc this will allow more than just a hand full of Renault Dauphines, R8s and Caravelles to participate so we look for a large turnout including exotics such Alpines and R5 Turbo, and run of the mill models like Alliance, LeCar, R4, R10, R12, and R16 just to name a few. There is even going to be a caravan driving from California to Chicago along historic Route 66, so if you are up for adventure, we look forward to seeing you in Chicago next year!

There is abundant parking for trailers and cars. Many local hotels have attractive rates to accommodate overnight guests. There are 13 restaurants within walking distance from the University Center. For a Registration Form, phone Marybeth Claypool: 815-469-2936 ●



THE MICRO/MINI CAR
WORLD MEET 2010
CHICAGO USA AUGUST 21-22

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Club Gordini Sport in Mexico celebrates its 20th anniversary!



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