

Renault News

94
Winter
2010



An Electric 4CV

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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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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:

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Place ads online at www.renaultclub.us/marketplace

Or mail brief ads to:

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Chiilli, Roseanne	Sandmel, Chris
Dugal, Pauline	Stowell, Christopher
Gruchala, Keith	Wheeler, Ralph
Hafkenschiel, John	Woods, Leslie
Lundin, Jorgen	



2010 Club Meet Schedule

By Marvin McFalls

Date	Event	Location	Contact
April 14-15	Huixquilucan	Mexico City	francisco.miranda@estudio19.com.mx
May 22	Import & Kit Car Nationals	Carlisle, PA	John Vogler: 717-713-7205
June 6	Ypsilanti Orphan Car Show	Ypsilanti, MI	Ken Gladyszewski: it045@yahoo.com
Aug 14	Woodward Dream Cruise	Detroit, MI	moose01@earthlink.net
Aug 21-22	Worldmeet 2010 Micro & Mini	Crystal Lake, IL	www.worldmeet2010.com
Sept 17-19	Road America Vintage Races	Elkhart Lake, WI	bahnzai@hotmail.com
Sept 26	Dayton Orphan Car Show	Dayton, OH	Bbartley2@woh.rr.com
Nov	Best of France & Italy at Woodley Park	Van Nuys, CA	jacques@renaultparts.us



The Rest of 4CV Racer Story

By Bob Baker

Having just received the Fall 2009 issue of Renault News, I was delighted to discover that Larry Newberry had repurchased the orange racing 4CV that I had bought from him many years ago. What goes around comes around. I remember that I was at my farm in Illinois and I saw an ad in Hemmings for three 4CV's in Nashville. As it was just a day's drive away, so I bought them and my friend Dan and I went down to get them. Actually, what we did was drive a 1989 Peugeot 405S to Nashville. That was our first mistake, since anyone who has ever owned a Peugeot knows that if Lucas Electrical had not already taken the "dark side" for English cars, Peugeot would get the honors. The clutch went out on the way down, a slight problem that took us some time to fix.

Once the Peugeot was back on its feet we finally arrived in Nashville, and then we rented the biggest U-Haul truck available, and drove to Larry's house. We stuffed two 4CV's into the truck, and then used a tow dolly behind the truck for the third car. By the time we finished loading it was late afternoon, so of course we had to hit rush hour in Nashville, the Peugeot leading the U-Haul with a 4CV tagging along behind, a real French caravan! On the way back a wheel bearing went out (let's talk about smoke and screeching tires) on the towed 4CV, so we had to take apart one of the cars inside the U-Haul, on the side of the interstate, in heavy traffic, in order to get going again. With this repair complete we were finally able to get the cars home.

Of the three cars, one was a nice looking black 1959 4CV, but I found out that the motor was shot. Luckily, I had sold another green 58 4CV to a guy in Seattle for some cash and a good Dauphine motor, so I put that motor into the black car, and then sold it for a pretty good price to an older fellow back east who actually didn't want to drive it, but just sit in it and think about the good old days. The second 4CV was in pretty bad shape, just a parts car, and we parted it out. The third car, the orange racing car, was a parade car for us; we had a lot of fun with it. The pivot points on the transaxle were pretty worn and the front

end loose as a goose, so we didn't want to drive it any distances. The best part of the car was the brakes, and I parted them out for another 4CV I am currently working on. So Larry got the car back in worse shape than he sold it, but from the article it sounds like he has got it running well again.

Renaults are like cats, they have nine lives and their own trajectories, and we owners are just their temporary caretakers. 🐾



Here it is today :-)

The Origin of the A106

By Roy Smith and Marvin McFalls

In the past few months I have come in contact with some new sources, due to the interest in the Marquis story. First is Roy Smith, who translated the story from the book of Michel Delannoy : "Chappe & Gessalin, les artisans constructeurs" Also Thierry Falsetti, who is also working on a story on all of the Allemano cars including the Marquis. Thanks guys, for the assistance.

As it turned out, with the Marquis deal a bust, R  d  l   was stuck with no prototype to build a French fiberglass sport car. His Father in Law, Charles Escoffier, was a Renault dealer near Paris and he tried to convince R  d  l   that buying the Chappe & Gessalin car was the best way to meet his goal. However, I think it was important to R  d  l   that the first production Alpine be his creation, or at least inspired by a car he had commissioned. After much heated discussion, common sense eventually prevailed and the plastic replicas of the original C & G special became Redelev's first A-106 and the rest is history.

Jean R  d  l   was always rather evasive about the origins of his first production car and now one can see why. In his later years he had claimed the A106 had been built in house and loosely based on the Michelotti Roadster. I always had a hard time with this story and was glad to hear the latest news from Delannoy. While I don't wish to speak badly of the dead, the story just never added up. To look at the A106 and Michelotti Roadster I just don't see much in common.

It was, in fact, the initial work of Jean Gessalin, who, when work was quiet, started to construct his own car based on the 4CV. In the middle of the project, he was called up to do his conscripted military service. As business continued quiet, the other main guys at Chappe & Gessalin finished the car by building an aluminum body on Jean's Gessalins modified 4CV chassis, in the hope that someone would see it, like it and buy it, thereby keeping the firm's artisanal coffers filled.

Gerard Escoffier, Charles' son, happened to drop into C & G to have them widen the wheel arches on his tuned 4CV, so that he could fit wider rimmed wheels. There he saw Jean Gessalin's completed 'special' and took a shine to it. He told his father, who went along to the C & G workshops, liked what he saw and asked the family whether they could produce a limited series of replicas.

At Chappe & Gessalin they went away, scratched their heads and got back to Charles Escoffier, saying that they could create replicas in the new-fangled fibreglass-reinforced resin product for such-and-such a price. Before receiving Escoffier's reply, Jean Gessalin had come home on leave and found - to his astonishment - his 'special' completed in aluminum; Escoffier said that he would buy

25 examples in the glass fibre and, before the moulds could be made up from the metal original for the plastic replicas, Jean's Gessalins leave from the army came to an end. So, not only did he not finish his own special himself, he never saw the first plastic production ones roll off the moulds made from his baby. Interestingly it is not clear where the original aluminum-bodied car went, so there's another Marquis-type mystery waiting to be solved !   



Dayton Concours 2009

By Marvin McFalls

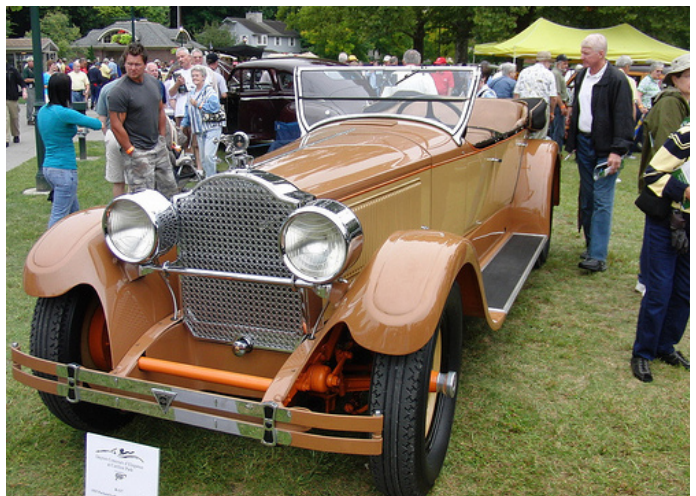
On the weekend of September 18-21, I traveled to Ohio for a visit to one of my favorite event venues. Carillon Park in Dayton, Ohio is a great place to visit any day with its Wright Brothers exhibits. But throw in a couple hundred vintage cars and it turns into an all around transportation experience. In past years we have participated in the Dayton Orphan Car Show, this time it was the Dayton Concours d'Elegance, the premier automotive event of the year.

The trip started first with a side trip to Suburban Detroit where I bought a Renault Encore. Brent Bartley and I drove from his house in Miamisburg, Ohio to Milton Michigan where I met long time member Kevin Tallant. Kevin had decided to part with his one owner Encore after nearly twenty-five years of faithful service. He asked me if I knew anyone interested in his car, I told him that I didn't but I would be in the area and I would stop by and see his car. After a test drive, Kevin decided to send his Encore home with me.

So off we went back to Ohio for the show. The weekend activities kicked-off with The Grand Gala, a welcoming party at Carillon Park that featured a catered dinner and silent auction. Brent and I were joined by club members Chris and Dan Barton at the gala where we enjoyed a nice meal and pleasant conversation. Following the Gala, Brent and I headed to the Marriott for the after party. After shutting down the hotel bar, we decided to get some rest, as tomorrow would be full of activities.

When we awoke Sunday morning, there was rain in the day's forecast, but we hoped for the best as we headed back to the park. As it turns out, the rain was able to hold off for a couple of hours and we were treated to the largest collection of Marmon automobiles possibly displayed since the company went out of business. Also featured marks this year were the Morgan and Mini. I guess they like the letter "M"! As lunch time approached so did the rain. Brent and I ducked into the café and had some lunch and as luck would have it, the rain lightened by the time we finished.

We were soon joined by Phil Ross who made the drive down from Findley, Ohio as well as the Bartons. We walked around checking out all the great cars and it wasn't long before we ran into Mike Self. Back in the 60s Mike was the parts man at Renault of Dayton, and currently owns three 4CVs, including a decouvable. After hearing Dan and Chris speak about him all these years it was finally great to meet him, and unlike most people you hear about he lived up to all the hype. As Dan had mentioned to me earlier, he is truly an encyclopedia of knowledge when it comes to the 4CV.



Following all the awards, we decided to try a tour of some of the more challenging area roads. Unfortunately, it seemed like every time we would get into a curvy section the rain would pick up. When we reached the halfway point everyone had had enough with fighting the slick roads so we headed back to Miamisburg for a nice meal. Brent's wife Pamela joined us as well as Chris and Dan's son Stewart and his girlfriend. We enjoyed some nice barbeque and conversation before calling it a day.

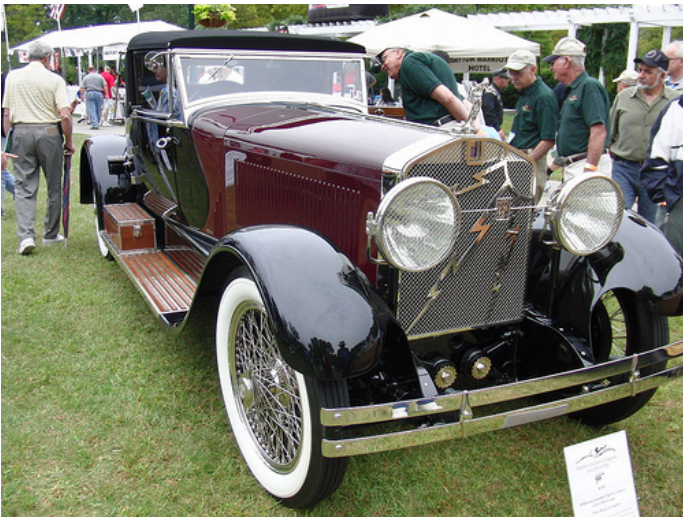
On Monday, it continued to rain, so I spent the morning with Phil Ball of the Marriott. He gave me a tour of the facilities and we had some lunch. After lunch, Brent, along with his dad Randy joined me on a tour of some of Dayton's other automotive treasures. Our guide on this tour was Ron Eifert of the Dayton Visitor's Bureau. Our first stop was Euro Classics. To the untrained eye it just looks like a repair shop for upscale late model cars. However across the parking lot is a large building with millions of dollars in cars inside. While the collection is not generally open to the public, Ron pulled a few strings and was able to get us in.

The next stop was to the Packard Museum. The museum was founded in 1992 by Dayton attorney and long-time car collector Bob Signom. Located in the original Packard Dealership Building which was built in 1917, the museum has officially taken the name of the original dealership – The Citizens Motorcar Company – but has become known as “America's Packard Museum”. It is an incredible trip back in time to Golden age of Automobiles when cars were truly a luxury and Packard was one of the leading American car manufacturers. For me the most interesting part of the exhibit featured all the different engines Packard built. I was familiar with the line of marine engines, but I didn't know they built P51 Mustang engines and even early Jet Engines.

After our visit at the Packard Museum, Ron and I dropped the Bartleys off and decided to visit the crown jewel of Dayton, the National Museum of the United States Air Force. If you haven't been, this is a must see for anyone. The museum features the entire history of American aviation from the Wright Flyer to the Stealth Bomber and everything in between. I could spend a week in there and never get bored. Unfortunately Ron and I only had an hour before it closed. By the time we left the museum the rain had ended and the sun was trying to peak thru the clouds. I wish every rainy day was as exciting as this one had been.

Well it was another great weekend in Dayton. I can't wait to go back next year. Hopefully you can join us for the Orphan Car Show on September 26th, 2010 at Carillon Park. 📍





"Darling?" she said ...

By Dave Waplington

The story of an Electric 4 CV, alive and well and living in Australia.

Late last century, my wife's parents' old home was being sold. In the shed was my wife's first car, "Ren" a 1958 4CV Deluxe. It had been there undisturbed for 20 years. Leonie's obvious glee at finding Ren after all these years meant that it was not going to be "lost" again. It was moved to my garage for restoration upon my retirement. After all, retirees need to be kept busy, you know.

I retired in 2006 and kept myself busy with archery and some part time work. In November of 2007 we went to see the movie, 'Who Killed the Electric Car?'. Have you seen it? It is about the rise and demise of the GM EV1, a great little EV by all accounts. So she turned to me said innocently, "Darling, why don't you make Ren into an electric car?". The rest as they say....

The first step, as in all restorations, was to take the car apart and check its condition.



As with any rebuild, you need to know what you're dealing with, so it was stripped down and sent off to be sand blasted. I found a basically sound shell with only a couple of rust holes at the bottom of the A pillar, under the heater vents. I found them quite easily, sand was still pouring out of them when we took it off the truck!



An electric conversion means that the engine, radiator, fuel tank, exhaust and all associated parts, are no longer needed, but they would not be thrown away. Other restorers were eagerly waiting.

When the tub arrived back from the shop, work could begin on the body. Luckily for me, Leonie's brother is a fully trained panel and paint man, although he only did work that he found interesting, like sports cars or a luxury SUV, etc. Basically, I handed the tub over to him and he fixed it. This allowed me to concentrate on the electrical side, while Leonie went off in search of the paint colour.



The fuel filler hole and radiator inlet were covered up.

The only modification done to the body was the removal of the filler holes for fuel and water. These would no longer be required.

I was so impressed with the finish after sand blasting that I bought myself a small grit blaster, which I then used to clean all the suspension, brake and steering parts before



reassembly. The wheels however, were sent off for repair and powder coating in 'Porsche Silver'. It is a sort of shiny grey. It really suits the car. I've had many favourable comments about them.

On the electrical side the first question to answer is AC or DC. DC costs less, so for my first conversion, that is what I picked. AC systems will, in time, get cheaper, but I can't wait. DC motors have amazing torque characteristics giving the cars a lively performance. The only thing I lost by going DC was dynamic braking. Dynamic braking is where the motor is turned into a generator and the electricity produced is put back into the batteries, giving a braking effect. AC systems are the winner in this regard and they are also more efficient than DC, giving greater range on a single charge.

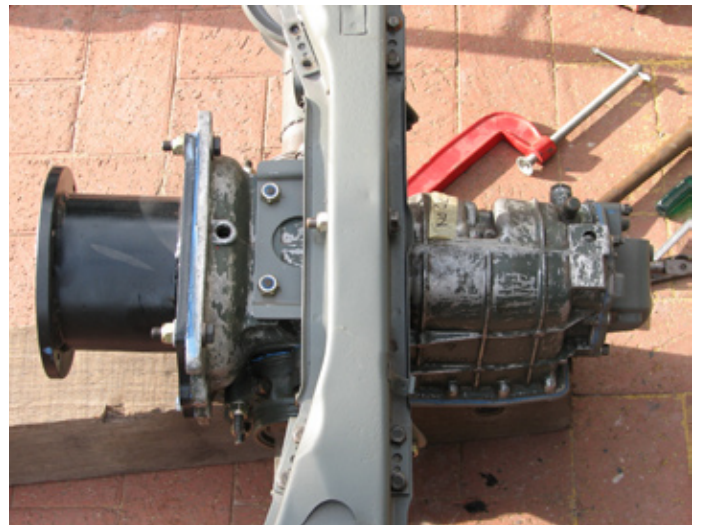
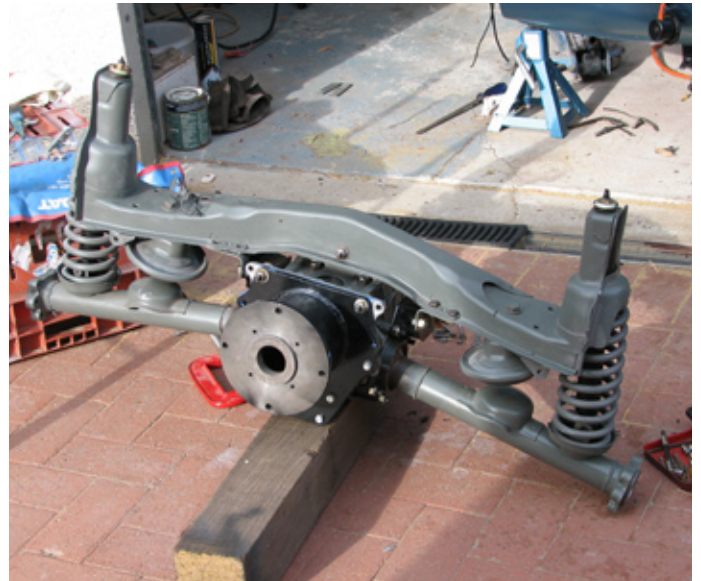


With electric motors, everything is in kilowatts or kW for short. Kilo meaning thousand, but then you knew that already. 1 hp is 746 Watts. My 4CV factory workshop manual says that the French taxable horsepower is 4 but brake horsepower is 21. In electrical terms, that equates to 3kW for tax purposes and 15.6kW for performance. I chose a 13kW series motor from Advanced DC in Washington. Advanced DC makes a range of motors from very small to very large. The 7inch, as it is called, fits in to the lower middle

of the range. Won't this make the car a bit slow you ask? The short answer is definitely not. The long answer is that electric motors and engines are rated differently. The auto manufacturers use either a theoretical figure, or a figure produced from the dyno under ideal conditions. This will give an absolute maximum power probably not achievable in a production engine. Electric motors, however, are rated for continuous use. They will deliver their rated kW all day every day, until the brushes wear out. The second string to the bow, is that electric motors can be massively overloaded for short periods of time. By using a 250 amp fuse, I effectively limit the overload condition to 33kW (44hp) for short bursts of acceleration! Slow? I don't think so.

In order to mate the new electric motor to the transaxle, an adaptor was made, basically a bit of steel tube with a flange at each end, drilled to take the respective mounting bolts. The tricky bit was using the center of the old clutch plate to adapt the motor shaft to the spline on the transaxle input shaft. A local engineering firm fixed that for me.

Two views of the adaptor mounted on the gearbox



Meanwhile, the preparation of the body was in full swing. Leonie had chosen a metallic blue for the paint job, from a current model Clio.



The colour is from a Renault Clio and is called Cyclone Blue (F47)

On the electrical side, there were more decisions to make. The latest technology in the battery department is Lithium Ion. They carry 5 times more capacity for a given weight than lead acid batteries, are completely sealed and maintenance free, last much longer but... cost 3 times the price! I started asking questions and found that EV owners who had converted from lead acid to lithium, had saved a lot of weight and trebled the range of their cars on a single charge. I went for lithium. All vehicle manufacturers design their cars to brake and handle within a specific weight limit. With the 4CV, the absolute maximum weight allowed is 920kg (around 2200lbs). Allowing for 4 passengers meant that the car had to weigh around the same as a normal petrol driven example. Well, I've almost achieved that. By using 90 amp hour cells and a nominal voltage of 130V I got the battery pack down to 114kg. If I add up the weight of the old engine, radiator, water, fuel tank and fuel, it's nearly the same.



This is a 3.2 Volt, 90Ahr lithium cell. It weighs just 3 kg. I bought 38 of 'em:

To help weight distribution I put 30 cells in the engine bay and 8 in the front where the spare tyre used to go.



The boot space – or is that the no boot space?
Jack Washer bottle Inertia switch
Battery cover

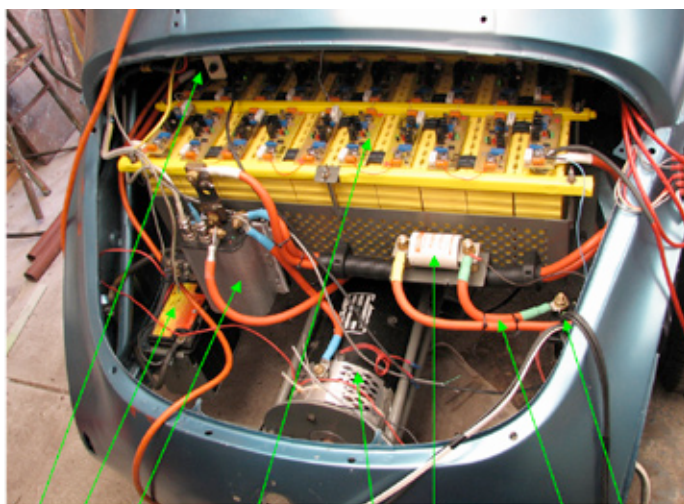
The final decision was to convert all the lights etc to 12V. Now EVs don't have generators or alternators, so a convertor was purchased that would run off the traction battery and keep a small 12V sealed lead acid battery fully charged. It is capable of supplying all the other circuits like lights, wipers and radio. Yes, it has a radio. Well why not? Since the car is highly modified anyway, why not put in a few comforts? It has an FM Radio/CD player with the speakers set into the front doors. It has hazard flashers, a reversing camera, windscreen washers and a variable speed control for the wipers. Lastly? An electric demister. Without an engine, there is no heat source with which to heat the cabin and demist the windscreen, but a demister is a legal requirement. This is uncharted territory, no vehicle manufacturer makes an electric demister. I used a hair dryer. That's right, a hair dryer. Modern hair dryers use small 12V DC motors to drive the fan, using the heating element to drop the voltage and a small diode to rectify the AC supply. It was a simple matter to rewire the fan to the car's 12V system and use the traction battery to heat the element. I mounted the whole thing under the dash and used the hole where the ashtray was as the vent. It works very well and even heats the cabin on cool mornings. For the more mundane items like lights, I opted for VW Beetle rear light clusters which gave me reversing lights, and indicators. Sealed beam head lights light the road ahead. I then re wired the old indicators as high level stop lights (red facing backwards) and tell tale indicator repeaters (amber facing forwards).

The clutch has been removed, but the original gearbox has been retained, only because it was beyond my skills to separate it from the differential. The gearbox turned out to be a four speed from a Dauphine Gordini. No doubt some

of you noticed the Dauphine rear sub frame in the pictures with the adaptor in them (above). The Dauphine rear end also came with much bigger brake drums. This worried me a little, how would it handle with better brakes on the back? As it turned out it wasn't too bad, but the little front drums were really struggling. The answer was to fit front discs. Once the car was mobile and other 4 CV owners saw it, the offer of parts came flooding in. I was given a Florida front sub frame which had discs but no calipers. I was offered calipers, but there was a question about my brake master cylinder being able to cope with the volume of fluid required. I was told that rear calipers have less fluid volume than front ones. Let's try it I thought. I can now tell you that rear calipers on front discs work extremely well. They are so much better than the original drums.

There was just one more trip away from my garage before the final assembly, the upholstery shop. A straight forward thing you would expect, but I wasn't allowing for the perfectionists in my midst. I couldn't put the doors and mudguards on the car in case they got scratched, but the body had to be painted in case we got over spray on the upholstery! The solution was to take the doors to the upholsterer first, before they had their final coat of paint. Take them home when finished and strip them for painting. The rest of the car was then delivered for seats and trim to be done, after the painting was finished, but with no vulnerable parts fitted onto the car. The result was worth the trouble, no scratches and no paint on the upholstery, phew!

Leonie chose an attractive grey for the seat covering, with a slate grey carpet and off white hood lining, it looks really great.



Converter
Electronic speed controller
12 Volt ancillary battery.
30 Lithium cells and management system
250 amp fuse.
Advanced DC motor.
Contactors
Welding cable is used for the traction circuit.

The business end of 'ELEKTRA' as he/she is now called, with most of the wiring complete



Instrumentation.

It is amazing how those clever Frenchmen managed to get so much into such a small space when they designed the dashboard instrument binnacle. Without boring you all with my various choices, let's just say that an aftermarket electronic motor bike speedo mated with my battery monitor fitted neatly into the instrument binnacle and helped finish off the look and feel of the EV conversion. You know that this is something different once you strap yourself into the driver's seat. Yes, it has seat belts too. The binnacle also has warning lights. A very bright white LED tells you that the vehicle is on charge. Interlocks prevent you from driving it, too. A red LED comes on once you park the car, and don't forget to apply the hand brake. Electric motors have no compression, so it will gently glide away from where you leave it if you're not careful. You can keep an EV in gear and push it around the garage and not even know, there is no resistance at all. A green LED for the indicators, that's normal, and a blue one for high beam on the head lights. The last one is orange and it is connected to the electronic speed control. It will flash if something is wrong with it.

The new dashboard with speedo lit up ready to go. The battery monitor on the left is reading traction battery volts. The warning lights can be seen in the center

So, let's drive it. Turn the key and you hear a distant and muffled thud. This is the negative battery contactor connecting the traction voltage to the speed controller. The speed controller does a self check and sends a short flash to the amber light if all is well. Turn the key to start results in a second muffled thud as the positive contactor connects. The speedometer lights up to show that you can now drive the car. No starting, no noise, no vibration, nothing, just a lit speedo. Select a gear, any gear, and press the accelerator. Series wound traction motors generate huge amounts of torque, so from rest in any gear the car just smoothly powers away, even in high gear. Acceleration is a little slow for my liking. The amount of surge you get depends on which gear selected. As a rule I use

second or reverse to get out of my driveway – depending on which way I'm facing, then 3rd around the suburbs and 4th on the freeway. Yes, our freeway system has a 100kph limit, about 63 mph and an electric 4CV can do that easily. My math tells me that at 7000 rpm, which is the motor's maximum safe speed, I would be doing 187kph or about 112 mph. Really? Well, no. The motor just hasn't got what it takes for that sort of speed. I'll try it out one day and let you know the actual maximum.

You drive it like an automatic, press the accelerator to go and the brake pedal to slow down, it's that simple. You can even do clutchless gear changes because there is no engine compression. It's easy.

Q&A

I often get asked, how far it will go, how long the batteries last and how long does it take to charge up? Well, how long is a piece of string? I haven't run it flat (yet) so I'm expecting approximately 60 to 80 km (say 35 to 50 miles) between charges. As a town runabout, that is plenty. Let's face it, a small car can only carry a small battery pack. If I had needed a greater range, I would have picked a bigger car. Normal power points here only allow 10 amps, but at 240 volts that gives 2.4 kWh of charge every hour. My battery pack has 10.8 kWh capacity. If ever fully discharged it would take less than 5 hours to charge again. A couple of hours charge after normal use is typical. Lithium cells last a long time. A figure of 10 years has been mentioned, but since it depends on so many factors, let's wait and see. Because Lithium Ion cells are new, no one has had them long enough to know when they fail. A colleague has had them for 5 years now, so I'll get a 5 year warning of when mine will need replacing.



Elektra - finished at last

Are EVs really green? This is a good one. I didn't build the car to be green necessarily, but I now realize that I'm the greenest man in our street. When I retired, I guessed that energy costs would inevitably rise. Electricity, natural gas and petrol/diesel would all get more and more costly. I

sold some stocks and put the money into solar PV; I run my house entirely on the sun. My electricity supplier buys the excess and supplies me at night and they owe me money! I don't rely on a power station to charge Elektra. I generate no pollution by driving Elektra. I buy no fuel, burn no fuel, produce no CO2. Hang on while I polish my halo. However, I have found out one thing. With a petrol/diesel car you have no choice, you burn a fossil fuel and you produce CO2. At least with an EV you do have a choice. If you want, you can do as I did and buy solar PV, or you can buy a green power product from your electricity supplier, or you can save money by just enjoying an EV. In fact you can save real money with an EV. The greater efficiency of electric motors means that you get 3-4 times the mileage on a tank. Well, the equivalent of a tank. Do you get 40 mpg,? Well, imagine 150 mpg! Joule for joule, electricity is cheaper too. The real savings come from servicing. No oil changes, no radiators to clog up, no fan belts to break, no rusty fuel tanks, no failed water pumps, no air filters, gaskets, tappets, spark plugs, points..... need I go on? An electric motor has one moving part and the DC ones will need a \$40 set of brushes every 80,000 miles. Good eh? 🌞



Monterey Historic Races Weekend 2009

By Marvin McFalls

Every few years I get the urge to return to the Monterey peninsula of Northern California. However unlike most people I am not drawn by the mild climate and upscale shopping like many who visit the area, for me it is historic car racing and incredible car shows that brings me back. So I decided to fly out a few days early. On Wednesday, August 14th I flew to San Diego. Jacques picked me up at the airport and after a little work I had my Fuego running. I took it to Sharon's house, gave it a bath, and then attempted to charge the battery. Sharon, Jacques, and I had a nice dinner and they filled me in on their recent vacation to Hawaii.

I awoke at 3AM the next morning hoping to avoid the heat of the day as I travelled thru the Central California desert. This plan worked pretty well as I arrived in Gilroy, California before noon. Unfortunately that four hundred mile drive had very little effect on my dead battery so I was forced to buy a new one. After a quick change I was back on the road and made it to my hotel. After a refreshing shower I headed for San Jose. I was going to visit club member Clark Rodgers. It had been several years since I had seen Clark. It didn't take long for us to get reacquainted. We spent the rest of afternoon talk on various subjects mainly our weekend plans and other things Renault.

I asked Clark if he wanted to go for a drive in my Fuego, since I wasn't familiar with the area, I tossed him the keys. He showed me some local landmarks, as we checked out the area. Before I knew it, it was nearly 6PM. I had to go to the airport to pick up Brent Bartley. Brent was flying in from Ohio and the San Jose Airport is under constant construction. At least it has been every time I have been there. After driving around for thirty minutes I finally figured out where to park and I met Brent. We ate dinner and returned to our hotel to rest.

After a refreshing night's sleep, we packed the car and headed for Monterey. Friday is a busy day. Our first stop was the La Dolce Vida car show. La Dolce Vida translated from Italian means "The sweet Life", and you could find a sweeter location for a car show than the Blackhorse resort. The organizers thought they had made a real coup securing the Bayonet golf course, unfortunately, the show wasn't very well attended. However we were impressed with the collection of Lamborghinis on display, as well as the Alfa Romeos, and the 75th anniversary of the Citroen Traction Avant was well represented by Clark and several of his friends.

Also in attendance was one lone Renault. It was the R5 Turbo II of Pat Hernon. I had met Pat several years ago when he was still in Ohio but recently he moved to California. It was nice to see a Renault with all these other great exotics. As you can see from an earlier photo I have it looked more at home on the golf course than in the snow. While we were



there the car drew a lot of attention and I answered several questions for attendees.

Following a wonderful catered meal, Brent and I decided to move on to our next show. So we made our way to the Laguna Seca Golf Ranch. This is the new home of Concours Italiano. Needless to say if you are even slightly interested in Italian sports car than this is your Mecca. This year's event featured the largest gathering of Ferarri 288 GTOs ever. If Ferarris aren't your taste, this year also marked the 50th Anniversary of DeTomaso, so there were plenty of Panteras and even a few Mangustas.

If we still don't have your attention, how about three Alfa Romeo Bat Cars, well four if you include the new BAT prototype. Back in the '50s Alfa had Bertone design them a series of prototypes of futuristic looking Alfes. BAT stands for Berlinetta Aerodinamica Tecnica. Some people fell these "cars of the future" weren't at all realistic but I have always been impressed with the BAT cars and it was incredible to see three of them in one place.

Well if you still aren't impressed with the collection of Italian cars here are some more manufactures that were well represented: Lamborghini, Fiat, Maserati, and Lancia, Some of the smaller manufacture include Iso, Bizzarini, Autobianchi. Besides all the factory built cars then there are Italian coach builds like Bertone, Ghia, and Pinin Farina that built cars for other manufacturers. Also I should mention there was also a motor cycle corral featuring Ducati, Moto Guzzi, Bianchi and other Italian bike makers. Finally Once you saw everything Italy had to offer then they had a separate corral for other makes which featured more than 100 exotics and sports cars from all over the world.

After seeing everything at Concours Italiano, I knew why La Dolce Vida only had 150 cars. Here is hoping La Dolce Vida can find a foothold during Historic Car weekend but with more than a dozen shows to compete with it is tough..

On Saturday we visited Monterey Bay and the Mecum Auction which I discussed previously but we started the day with drive in the SantaCruz area.

After fighting traffic for nearly an hour we decided to take Rt. 9 back to Bay Area instead of the 101 this worked out pretty well, as we found an authentic Texas barbeque restaurant for dinner and I was able to drive some of best roads in the Santa Cruz Mountains. By the time we made it to our hotel we were ready to sleep. The next morning we were up early and made our way back to Clark's house. 🍷



Concours Italiano at Laguna Seca





Laguna Seca Race Track



The Very Limited Production Renault Fives

By Claude Campas

Recently I noticed a member had posted some photos of the R5 "Cacharelle" on one of the club's forum pages. This reminded me of all the other limited production R5s, so I checked out the book Renault 5, authors: Yann Le LAY and Bernard Vermeylen. ETAI edition this is where most of the info on these cars came from.

Let us first start with La Cacharelle. The dressmaker "Jean Cacharel" introduced in 1976 at the Paris Auto Show a Renault 5 "Cacharelle" developed by his friend Maurice Calka. The transformation price was equivalent to \$2000 in 1976. The show car is a Renault 5 TL of which the top was cut out and replaced by a total canvas top using the same design of Cacharel's dresses. All of the seats use the same pattern. The transformation was available on all the line of the Renault 5 and included some reinforced body parts. 38 orders were taken at the auto show with money deposited. So a second model was built, unfortunately, Renault decided for one reason or another that they couldn't warranty the cars and they also refused to market the "Cacharelle" so it was necessary to reimburse all of the customers.

Before killing the "Cacharelle" project, Renault borrowed the car for one week for examination and tested it at the Lardy track. Disappointed by Renault's decision not to produce the "Cacharelle", Jean Cacharel would refuse to associate his name to any car in the future. This was as close as Renault ever came to building a factory Renault 5 convertible.

Next came the Monte-Carlo. To celebrate the success of Jean Ragnotti with the Renault 5 Alpine Groupe 2 in rally race Renault decided to sell a special edition, it is based on a Renault 5 TS and named "Monte Carlo". All of the "Monte-Carlos" was sunflower yellow with Renault 5 Alpine bumper paint in red, the bottom of the body and the rear bumper is also red. The roof is black like a Renault 5 Alpine Groupe 2. The steel wheels and the mirror are also the same as the very first R5 Alpine. This special edition was built in Flins in February and March 1978 and went on sale March 25th 1978.

With their first successful limited production R5 completed, Renault then turned their attention to "LeCar by Renault" French version. To celebrate another success, "The arrival of the Renault 5 on the American continent", and by the request from French customers, Renault introduced the new special edition in November 1978. It was simply called "LeCar by Renault" just like the U.S. model. 14,000 "LeCar by Renault" were built, 6000 for France, the remainder for the other European countries. They also based it on the R5 TS. The idea was to make a European R5 look as similar as possible to a U.S. Model, so the buyer thought they were getting the same car as their American counterparts.

To do this, Renault included Amil aluminum wheels, striping, black bumpers, lateral side marker, LeCar by Renault



decal on the trunk, and front Renault logo on the hood wipe out. The bumper, front lights and engine came from the European version. (R5 TS) Each of these 14,000 cars was equipped with a plate on the dashboard with the serial number engraved.

If the LeCar was unique enough they then introduced the "LeCarVan" Produced in 1979, from the limited edition "LeCar by Renault" French version. Coming from an original idea of Francois Dumoulin, the company "HEULIEZ" started to build a rear sheet metal body equipped with side tint porthole, inspired by the American conversion vans of the 1970s. The spare wheel was installed on the rear hatch. The license plate was put on the left of the trunk. At the rear of the car there is no seat but a red foam mattress, the interior side was also covered with red upholstery. This was a major change for Heuliez who normally built utility and cattle cars. All of their hard work paid off as Renault displayed the car at l'Atelier on the Champ/Elysées.

After many years in production, the top of the line Renault 5 TX was in need of a make over. At the end of year 1982 Renault propose the "Renault 5 Laurence" to replace the TX which some people felt had become too plain to justify it higher cost. Renault commissioned the "Renault 5 Laurence" by Laurence Automobile". This company was created in January 1983 by "Antony Roland".

The Renault 5 Laurence was an improvement over the TX in almost every element.

The body was totally reworked, hand sanded to remove all the faults in the body. Then a special clear coat was added to make the car shine and protect the body from rust. The car was equipped with US bumper, US front light and black tinted rear light. The dashboard, seats, door panel were gar-nished with leather. The instrumentation came from the R5 Alpine, and an Alpine stereo was installed. A delivery model was proposed with 2 front seats and a wooden trunk. The cost of modification was near to 40 000 Francs, that's double the price of the standard R5. 🟡



The R5 Laurence

Mademoiselle's Wild Ride

By Marvin McFalls

As you may know from the last issue, Sharon Desplaines, our treasurer, was involved in an accident in her 4CV on the way to the Best of France and Italy show in November. Unfortunately, I didn't have time to get the photos of the damage and include it in the last issue. I will now attempt to describe what happened from various witness accounts and CHP report.

We were driving in a caravan on I-5 thru Los Angeles; we had planned to stop north of the city, but decided to stop early to fill up Sharon's gas tank. I was leading the convoy and saw that the next exit featured a row of car dealers so I figured this would be a good place to get off the freeway. As it turned out, the exit was under construction. As Sharon attempted to take the exit, she hit an orange pylon with her rear fender.

With a concrete barrier ahead, her natural reflexes took over. She veered back onto the freeway during the midday rush crossing three lanes of traffic, miraculously avoiding contact with another vehicle. At this point she figured out that being in the middle of the freeway wasn't the best place to be and tried to pull back over to the shoulder. As she did she came in contact with the front bumper of a Mercedes. Mademoiselle's front wheel came in contact with bumper and both cars came to rest on the freeway.

Luckily, all the cars behind them were able to stop and the accident was only limited to the two vehicles. The Mercedes was able to drive away from the accident with only minor cosmetic damage, unfortunately Mademoiselle wasn't as lucky. Where the passenger side wheel collided with the much larger vehicle many of the steering components were damaged and the wheel was badly toed in. Also, the fender was mangled and even the hood was knocked out of alignment.

Sharon was very sore from the accident and she had a bump on her head and several bruises, but otherwise appeared to be ok. The next day she visited a doctor and he confirmed that she had no major injuries. We could then breathe a sigh of relief. Now Mademoiselle will need to see Dr. Jonathan and hopefully she will be back on the road soon. Sharon is still considering if she will have her completely repainted or to just have the damaged parts touched up. Mademoiselle was missed at the show and I am sure Sharon misses driving her around the neighborhood. Get well soon! 🙏



R18 Fever

By Marvin McFalls

A few years back Ray Dietz decided to sell his well maintained 1981 Renault 18i wagon. At the time there wasn't much interest in these old four door Renaults. Since then many of our members have shown interest in these older models. First to show interest was Sam Stuckey when he bought Ray's car. Then last year during the 10th Anniversary reunion in Tennessee, the Campus brother's Marc and Claude couldn't take their eyes of the bright blue wagon. Even Jonathan Burnette expressed interest in acquiring another one.

Since then both Marc and Claude both purchased R18s. However these aren't ordinary 18s. Both cars are all wheel drive R18s which are very rare. Marc car is a 1985 model with 257,000 km, it has a 2.0 litre engine, same as was used in the European R20 and R25 and the Mexican R18, Also the same family as the 2.2 litre used in American models. Claude's car is Red and was originally a Swiss export. He found it in department 70 in France and picked it up on October 17th. If scoring two rare R18 AWD wasn't hard enough they also were able to find a third, an earlier 1.6 litre car for parts.

Meanwhile back across the pond, Ray Dietz called. He has decided to get rid of his final R18i wagon. This is the silver one. Ray drove this to several shows over the years including our second ever East Coast meet in Ohio back in 1999. One time he actually drove the silver 18i towing the blue to Carlisle. After more than thirty years of dependable service his motor finally wore out. About five years ago I delivered him a replacement engine. Ray has had some hip problems the past few years that slowed down this transplant and he just recently finished installing the low mileage engine.

So Sam and I made plans a couple weeks before Thanksgiving to make the drive to Martinsville, Virginia to pick up the 18i. We made the drive in about five and half hours, and spent a wonderful evening with Ray and Nancy. Nancy made a fabulous Spaghetti dinner. We talked for a few hours after dinner and then went to bed. The next morning we awoke early and had breakfast, before Sam and I loaded up all of Ray's spare parts. Between the back of the wagon and my Jeep we had a full load.

By 10:30 AM we were on our way out of Martinsville. We made about three miles before one of the trailer fenders broke off. After removing it and retightening the tow straps we were on our way again. The next part of the trip thru Lover's Leap (a mountain pass) in extreme fog and light rain wasn't enjoyable, but it wasn't long before we made it back to the interstate. About six hours after we left, we arrived back in Knoxville, and started the process of unloading all the parts. Let just say Ray had one of everything and sometimes two, so we slept well that night.

Next year at Carlisle, I wouldn't be surprised if Sam and

I are both driving Ray's R18i wagons. At least that is our goal. Also Jonathan wants to ask Claude and Mark about the spare All Wheel Drive system from their parts car. He thinks a Sportwagon with AWD would be great for his many visits to Colorado. We'll keep you up to date on his progress. 🙏



Renault Emblems

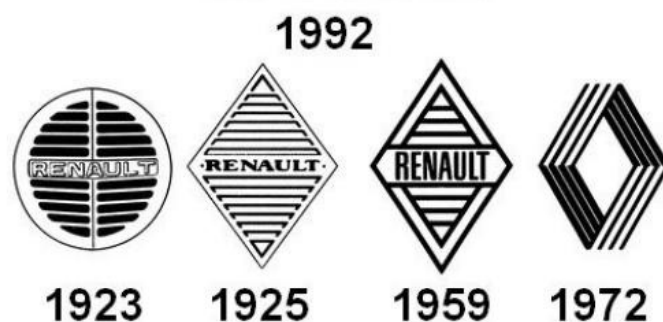
By Mark J. McCourt

While Renault may have left our market in an unfortunate turn, the company's illustrious history and continuing dominance in motorsports means that, at least in markets outside of America, the Renault diamond maintains its precious status.

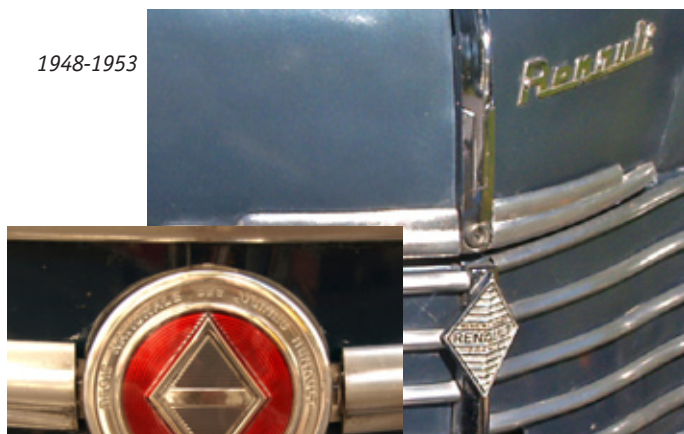
The four-sided badge that has accented the nose of each Renault vehicle for the better part of the past century wasn't the automaker's first logo design. The initial logo appeared in 1900, and its mirror image, upper case "R"s, contained in an oval and topped with a ribbon bow, symbolized Société Renault Frères, the company founded by Louis Renault and his brothers Marcel and Fernand. Although Marcel would perish in the 1903 Paris-Madrid race, Renault automobiles had already gained a sterling reputation in motorsports, and Louis honored this in 1906 with a new logo that featured a head-on view of the nose of a Renault racer, surrounded by a gear-like circle. Renault's rise to prominence as a military supplier in World War I inspired a new badge for 1919 that featured a stylized tank in a circle. The company's name was incorporated in the center of the circular 1923 logo, which featured pierced horizontal bars that allowed the tone of the under-hood-mounted electric horn behind it to sound through.

The first appearance of the now-famous diamond came in 1925, with the previous piercings represented as horizontal lines that radiated up and down from the central "Renault" lettering. This badge was maintained through the automaker's 1945 nationalization by the French government, although the 1956 Dauphine sported an unusual shield-shaped badge with a background of red diamonds and the phrase, "Renault Regie Nationale France." A simplified, coarse-lined diamond badge with taller, more contemporary lettering was used from 1960 to 1971, and on paper, it was often backed in yellow.

A stylish new diamond design without center bars or Renault lettering was phased in for 1972; this logo appeared three-dimensional, and a new serif-font Renault script was often placed alongside the badge, which sat on an orange background on company letterhead. The diamond came still simpler in 1992, losing its three-bar outline in favor of an eye-catching solid chrome (chrome-look, on paper) finish with a shape that sloped down in two directions from a horizontal raised center spine. In 2004, this three-dimensional badge was mated with simpler, more contemporary Renault lettering in a typeface now internally termed "Renault Identity."



1948-1953



1954

1957



Unknown

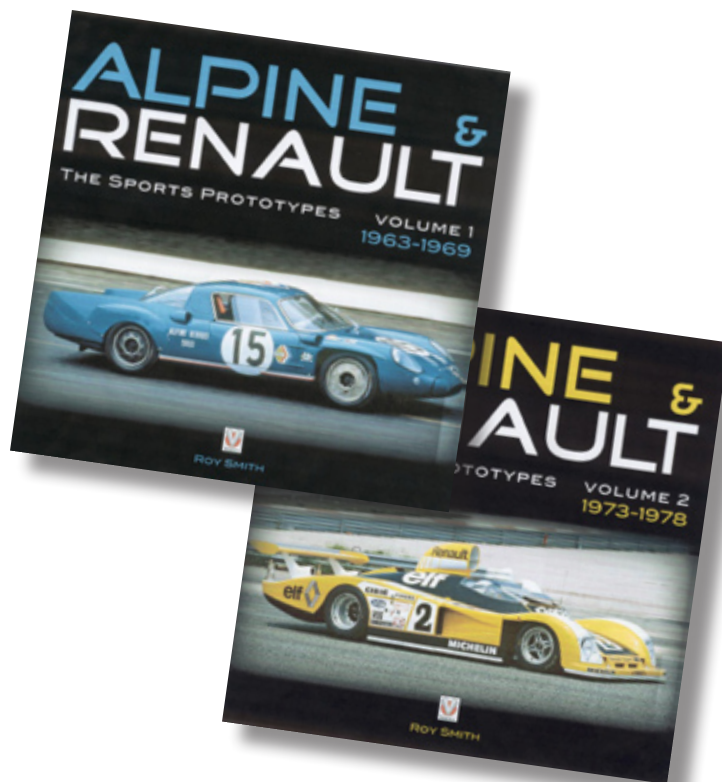


Roy Smith

By Marvin McFalls

As you discovered while reading the last issue, Roy Smith is a talented writer. I met him a couple of years ago when his first book was being published; *Alpine & Renault – The Development of the Revolutionary Turbo F1 Car: 1968 to 1979*. Roy has a life-long passion for motor sports in general and for Alpine Renault in particular. He began writing in the 1960s for club magazines, mainly interviewing notable people of the time. A 40 year career in sales and marketing included the preparation of many technical documents, developing an attention to detail that you will see when you read the two articles he wrote for this issue. Roy has written Alpine Renault-related articles regularly since 1989 for various magazines, and is the UK correspondent for Mille Miles.

Roy has written two more books that will come out next spring; *Alpine & Renault – The Sports Prototypes – Volume 1: 1963-1969* and *Volume 2: 1973-1978*. He is a really knowledgeable guy and I was honored when he joined our club and agreed to write some articles for us. I hope you enjoy his work as much as I do. 🗨️



Through America with an R12

By Fernando Zavala

I recently met Carlos and Samanta, a couple who are driving all the way through North America from Argentina in their R12. In a few weeks they are going to be crossing into the States, I understand they will enter via California and expect to leave traveling north into Vancouver, Canada.

They will need some support, basically some sponsorship, maybe financial, or some service – like parts for their car.

In Monterrey, the Renault Dealership of Valle Oriente gave them something like \$120 usd to shop accessories and stuff from the store + a full service to their car. The Clio Club, of which I'm part as well, gave them a new set of new tires. At our last car event they were selling T-shirts as souvenirs from their trip for about \$10.00 dollars each.

They may need lodging to spend an evening (with access to a bath!) - nothing fancy (they have a bed installed in their car). A couple from the Clio Club here in Mexico hosted them at their home. They are very nice young people; Carlos is 34 (my age) and Samanta, 31.

Any car event is good for them to sell their souvenirs and spend some time with the Renault enthusiasts. They may also chat about their experiences, at meetings and other events.

Do you think we can perhaps provide some guidance,

help or support to this couple on their way throughout the States?

You can follow and contact them through their blog:
<http://conun12poramerica.blogspot.com/> 🗨️



Vintage Renault Reunion in Monterrey, Mexico

By Fernando Zavala

Last November 27, 28 and 29 the beautiful Sierra Madre Hills in San Pedro Garza Garcia (Monterrey, Mexico) witnessed the first Vintage Renault Reunion at the Renault Valle Oriente dealership. The event brought the attention of many because the Dealership's show room with the full 2010 line was replaced with beautiful and emblematic Renault cars from private local and foreign collectors and a special guest which turned the heads of everyone in this specially decorated retro showroom, the famous Argentine R12 and their friendly owners, Carlos and Samanta, who are traveling in a inter- continental drive from Argentina to Alaska. They accepted the invitation from Alejandro Cerda, salesman from Renault Valle Oriente Dealership and key orchestrator of this memorable event.

On November 27 a beautiful R5 Turbo and an Alpine Berlinete 1974 took the front spots of the showroom, at this time some 2010 cars were still there, you could feel, see, and almost touch the full glory of the vintage and the stylish and sophisticated feel of the latest models. By November 28th, one red R8 1973 and one red Dauphine 1969, as did two familiar Renault faces, Ricardo and Imanol Ordorica's 1984 R5 TX and 1971 Dinalpin Coupe which was already shining and ready to enter the main room. Large banners with slogans taken from famous songs from the 60's, 70's and 80's were displayed. An indoor - outdoor stereo system was installed and the air was filled with music from the decades, a mixture of rock, pop, TV themes, movie themes, etc; while some of the most memorable moments in Renault's history were shown on giant screens inside the showroom.

Although the weather was moody and rainy all week, Sunday November 29 started with a beautiful clear sky and a lot warmer than previous days, ideal for a good ride through the streets of San Pedro. San Pedro Garza Garcia is one of the cities of the Monterrey Metropolitan Area, home of some of Mexico's top Corporate HQ's, with great golf courses, shopping centers and Universities. At 10:00 AM owners of vintage Renault cars and their families gathered outside the main entry of Renault Valle Oriente Dealership. Two police units were already there to lead the parade. A beautiful 1985 R18 arrived before my family and me riding in our beloved Encore 1986.

A few minutes later everybody drove around the block, an open area between some Corporate HQ's, a Hotel a shopping mall and some building sites, just where the Clio Club of Monterrey gathers every Thursday. The perfect spot for a photo session with the Sierra Madre Mountains as the perfect background for the pictures. We parked there for about an hour and had tons of pictures for ourselves and for some media.

The sun was at its highest when we start the ride around



the streets of San Pedro, many people turn their heads to the row of tiny French cars, there was still a good amount of people jogging and doing exercise while other drivers just slowed their speed in order to get closer to this unusual parade.

Back at the Renault Valle Oriente, most of the cars fit inside the showroom, and the friendly Renault team had some snacks, sandwiches and sodas for everybody. It was a family event, kids and parents, and some grandparents too enjoyed good chats, beautiful cars, balloons, gifts, etc. This first annual reunion ended the evening of November 29th with a contest between assistants.

A very important part of the whole event was the presence of Carlos and Samanta in their R12, this couple has planned an intercontinental trip from Argentina to Alaska. During their stay in Monterrey, their car was presented with a full set of new tires courtesy of the Clio Club de Nuevo Leon members, and their engine needed some gaskets a new coil and some valves fix. Antonio Guzman, mechanic from the Renault Valle Oriente with full experience in vintage models teamed with Ricardo and Imanol Ordorica to make the fixes the R12 needed to be back on the road without further hassle. Ricardo and Imanol, widely known for their knowledge and expertise on both older and new Renaults removed the cylinder head and took it to Antonio who did the valves job and another coil from the his father's shop in, Antonio's father, Mr. Felix Guzman, technician from Renault old school owns a shop in Saltillo, a neighboring city, capital of the State of Coahuila.

After a few days the R12 was ready to leave Monterrey on their way back to Mexico City and the on to Alaska in February or March. You can keep up with their progress at: <http://conun12poramerica.blogspot.com/> I'll be keeping you updated on the forum for the next Vintage Renault Reunion as I get the news from the Renault Valle Oriente. At this point we are very excited with the turnout from our inaugural event and we hope next year we can have more visitors and their cars from San Luis Potosi, Mexico City and why not, a contingent of the Renault Owners Club of North America? 🇺🇸



Micro/Mini Car Meet in Chicago, August 21-22

**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 up for adventure we look forward to seeing you in Chicago this 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 go to: worldmeet2010.com/2010registration-online.html or phone Marybeth Claypool: 815-469-2936 ☎

Finding a Mechanic to Work on Your Older Renault

By Kurt Triffet

As the owner of the Renault Caravelle Enthusiast website (www.renaultcaravelle.com) I am often asked for references for mechanics who can work on these cars. I live in Ventura, California, and quite frankly, I've just had to find mechanics that like to work on older cars and then be able to provide them with manuals and quick shipping of parts (when we find what needs replacing). Most shops don't want to have a car on their hoists taking up space waiting for parts, so I always have parts overnighted directly to them.

Develop a relationship with good local shop and you will be well taken care of. The shop that does the most work for my '67 rear engine Caravelle specializes in hotrod customs and taking over restorations that have languished too long in the owners' garages, but is happy to help me at regular shop

prices. These guys have the smarts to think on the fly and fix things quickly. You need someone with those sensibilities.

They don't need to be Renault mechanics. These cars are not rocket science. What I do if they have a problem is use Jacques or another club specialist to give a couple tips on the best tried and true way to solve a problem.

The other side of the Renault mechanic: - I've run across a couple local mechanics factory trained on older Renaults, but they did not do great work. ☹



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