

RENAULT NEWS

95
Spring
2010



1963 Dauphine

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Renault Owners Club of North America

www.RenaultClub.us

www.RenaultOwnersClub.org

Email: info@renaultclub.us

Established in May, 1991, La Jolla, California, USA

Founding Member:

Jacques Lynn

President

Marvin McFalls

Vice President/Club Liaison

Jesse Patton

Membership Secretary/Treasurer

Sharon Desplaines

New Member Secretary

Ray Dietz

Editor of Marketplace

Kurt Triffet

Editor of Renault News

Marvin McFalls

Forum Moderator/Print Editor

Michael Heather

Translator/Editor

Enrique Claire

Publisher

Triffet Design Group

Editor of Members/Cars List

Stephen Lombardo

Webmaster

Kurt Triffet

E-mail News Producer

Kurt Triffet

Librarian

Michael Muller

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

Tel: 276 638-8563

Renewals-Registry Information and Address Changes

Renew online or mail payment to:

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

Tel: 619 561-6687

Email: jacques@renaultparts.us

Classified Ads

Place ads online at www.renaultclub.us/marketplace

Or mail brief ads to:

Kurt Triffet, 3333 San Luis St., Ventura, CA 93003

webmaster@renaultclub.us

Marketplace display ads available

Articles, Letters, Correspondence

Marvin McFalls, 4800 Ball Camp Pike, Knoxville TN 37921

Tel: 865-387-1004

editor@renaultclub.us

Newsletter Production and Publishing

Triffet Design Group

www.triffetdesign.com

info@triffetdesign.com

Tel: 805 658-8646

Back Issue Requests

Order back issues on CD online at club website.

Issues 1 to 57 only \$7

Individual hard copies US\$2 each:

Michael Muller, 4907 Meridian Ave. North,

Seattle, WA 98103

m_muller22@hotmail.com

Inter-Club Liaison, Club Correspondence

Jesse Patton, 730 Railroad Pl, Apt A8 West Babylon, NY

11704 Tel: 631 669-2598

Technical Advisors

4CV, Dauphine, R10, Caravelle Jacques Lynn, 13839

Hwy 8 Bus., El Cajon, CA 92021 Tel: 619 561-6687

Email: jacques@renaultparts.us

R8, Fuego, Medallion Don McLaughlin, 390 Linton Hill

Rd., Duncannon, PA 17020 Tel: 717 834-4449

R18 Ray Dietz, 1250 Lanier Rd., Martinsville, VA 24112-

5212 Tel: 276 638-8563

Alliance, Encore, GTA Sam Stuckey, 8544 Norris Lane,

Knoxville, TN 37938 Tel: 865 922-2236

Premier (Eagle) Chris Davidson, 3615 E. 28th St. High-

land 92346 Tel: 909 862-4780

American Alpine A-310 Club Representative

Brad Stevens, 4652 Maiden Lane, Canandaigua, NY 14424

Tel: 585 394-3265

Club Alpine Mexico Representative

Francisco Miranda, Villahermosa #9, Mexico City DF 10400

E-mail: dinalpingt4@clubalpinemexico.com

Alpine Renault Registered Owner's Association

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108

Tel: 815 455-1944

R5 Turbo Club Representative

Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403

Tel: 818 981-6595

www.RenaultClub.us

Spring 2010 Members Only section:

Username: djet

Password: gordini

February 2010, New Online Members

Bentley, Thomas, 2448 Blackmon Dr. Decatur, GA 30033
donnieb59@bellsouth.net

Boyd, John 5215 South Frame Point, Homosassa FL 34446
jjboydfluvanna@gmail.com

Brown, Mark H., 135 South Sierra Ave #10, Solana Beach
CA 92075, mbrown@genergy.com

Gill, Dean, 501 N.E. 19th St., East Wenatchee, WA 98802
klunkersri@charter.net

Granheim, Bjorn, Assuransegt 8, Porsgrunn, Norway 3915
agranhei@online.no

Grigg, James, 2145 Benwicke Dr Pfafftown, NC 27040
myrollmodels@aol.com

Hernon, Pat, 450 Cliff Drive Aptos, CA 95003
phernon@allseasonsspas.net

Kutcher, Gary P. 4127 Fossil Park, San Antonio, TX 78261
gary1930@yahoo.com

Melville, Keith, 19 Osman St., Blayney, NSW, Australia 2799
keithlymarvel@yahoo.com.au

February 2010, Renewals

Aldrich, Floyd	Harding, David
Baker, Robert	Hellberg, Rolph
Bartz, Wolfgang	Ketchpaw, William
Becerra, Manuel	Knott, David
Coen, John	Lane, Jeff
Douglas, Malcolm	McEwen, Mark
Elkins, Brian	Reed, Henry
Evans, Randy	Rogers, Clark
Greenbank, Dan	Vogler, John
Gross, Thomas	

March 2010, New Online Members

Bello, Juan Carlos, Jose Maria Vertiz 909 Apt 401, Mexico
City, Distrito Federal 03020 bello_jc@hotmail.com

Betancourt, Charlotte, 43667 Persimmons Lane, Hemet, CA
92544, badskpr@yahoo.com

McDonald, Neil 16 Marina Dr. Queenstown, New Zealand
9300, nmcdonald@cfma.co.nz

Nevarez, Carlos, 2092 Scanlon Ferry Ct 103, Las Vegas NV
89156, Welos415@hotmail.com

Nosaka, George, 45-540 Apapane St Kaneohe, HI 96744
georgenosaka@yahoo.com

Rhodes, Donald, 30 Highspire Rd. Downingtown, PA 19335
greboguru13@yahoo.com

Solstad, Edward, 3701 Pillsbury Ave., So.Minneapolis, MN
55409, esolstad@presenter.com

March 2010, Renewals

Barocan, Thomas	Nelson Jr., Eric
Boulet, Robert	Peacemaker, John
Castro, Andrew	Polak, Don
Flynn, Tim	Prew, Major
Franklin, Boyd	Reynolds, James
Gill, Paul	Rivera, Jose
Glauser, Rolf	Saunders, H.D.
Greenbank, Dan	Showers, John
Hoover, Clayton	Silman, Paul
Labrecque, Bruno	Simon, Milton
Laming, Rick	Taylor, Sam
Lardani, Anthony	Thompson, Max
Leedy, Gary	Torres, Julio
Martin, Dale	Waddell, Patrick
Miller, Andrew John	Weinberg, Steven

April 2010, New Postal Members

Hagge, Hans, 134 Kings Rd. Westhampton, NJ 08060

Stoner, David, 338 SE Spokane St. Portland, Oregon 97202

April 2010, New Online Members

Chennell, Nick 13084 State Route 31 Albion, NY 14411
NC5405@Yahoo.com

Downing, Tommy 134 Dobbs Valley Spur Mineral Wells,
Texas 76067, downing.tommy@gmail.com

Powers, Nancy M., 1050 Tallayrand Ave., Jacksonville. FL
33206, suntimes@att.net

Surgener, Tracy, 1117 E. Southern Ave, Bucyrus, OH 44820
scrapte@yahoo.com

April 2010, Renewals

Bassous, John	Pickholz, Michael
Bourque, Jon	Roe, Patrick
Damide, Francois	Rose, Ira
Dimopoulos, Nicholas	Tallant, Kevin
Englund, Lavelle	Taxman, Art
Mejia, David	Taylor, Samuel
Metzendorf, Brin	Wallace, Caleb
Noiseux, Daniel	Walton, Kirk



Treasurer's Report

By Sharon Desplaines

Beginning Balance:		Total	3230.43
Checking Account	343.49		
Savings Account	5307.21	Ending Balance:	
Total	5650.70	Checking Account	539.90
Income:		Savings Account	4556.83
Postal Dues	952.36	Total	5096.73
PayPal Dues	1662.97		
Interest Income	61.13	Income Less Outlay	
Total	2676.46		-553.97
Outlay:		Ending Balance Less Beginning Balance	-553.97
Postage	457.41		
Website	1875.60		
Newsletter Printing	843.26		
Reimbursements (members)	14.26		

Sharon Desplaines, Treasurer

Have you changed your email or home address?

By Sharon Desplaines

...If so, please forward your new addresses to me, Sharon Desplaines, Secretary at: hummer5@cox.net or mail it to me at: **7467 Mission Gorge Rd #81, Santee CA 92071**.

It is important that I have both your home address and email address whether you are an online or postal member.

When our records are up to date I can assure that you will receive your quarterly RENAULT NEWS or any other important information we need to get to you.

THANK YOU :-)

More News on the 1928 Renault

By Hector Mackenzie-Wintle

Back in issue #92 the Renault News featured a Beige Renault that had recently sold through the Leake Auctions. It looks like a four cylinder model. Which would make it either a Type NN1 or a type KZ2 (more likely), because it still has the diamond logo (started in 1927) and the radiator louvres behind the engine (the front radiator came out on the smaller models in 1929).

After a visit to the Renault Archives and consulting 'Dossiers Chronologiques Renault' I have determined the year to be correct. As you may know the Chassis numbers proceed sequentially across the board, that is to say that each model range does not have its own separate series of chassis numbers. The overall range for the 1928 model year runs from 327000 through 369999, so the car in question (chassis no. 332348) clearly falls within this bracket.

Probably the only way to determine which model Renault it actually is, is by taking the measurements of two specifics, namely the wheelbase and the track. The smaller car (NN1) has a wheel base of 2.650 meters (8 ft, 8 1/3 inches) and a track of 1.30 meters (4 ft, 3 1/8 inches). The larger car (KZ2) has a wheel base of 2.908 meters (9 ft, 6 1/2 inches) and a track of 1.440 meters (4 ft, 8 5/8 inches) although there was a 'luxury version of the KZ chassis, enabling it to be fit with a more impos-

ing body, and this option had a lengthened wheelbase of 3.010 meters (9 ft, 10 1/2 inches) with the same track.

Regardless of which model it is there can't be too many of those babies knocking around in the United States!

Editor's note: For those who aren't familiar with Hector he is the Historian for the Renault Owners Club of Great Britain. He has written many books on Renaults and he has even featured some of our members' cars in his books. As always, I appreciate Hector's help, especially when it comes to prewar models. I have contacted Leake Auctions and forwarded them this information, and asked them to pass it on to the new owner. I also asked if the new owner would contact us and give us the results, so stay tuned. 📍



1963 Dauphine

By Gary Stuhlman

Here are some pix of my car that the club was interested in seeing. It started as a 1963 Dauphine that was owned by my father-in-law in 1973. It was in poor shape and was being used around a fertilizer plant to haul a welder around.

The body was bad so he cut the top and doors off, then cut 2 feet of floor board out and pulled it together. I took it from there and finished the body off by cutting the door skins up, welding it into the car and finishing it off.

It's a great little car and is a favorite for the local parades. It is so light in the front that it has been parked by picking up the front and swinging it into a spot.

I haven't seen another Renault around here for some time.

Thanks, Gary Stuhlman

I live in Palmyra, Mo. which is the northeast corner just 10 miles north of Hannibal. 📍



Renault Frères Concentration, Mexico City

By Alberto Gonzalez

The Renault Frères Concentration was held on March 7th, 2010 at Inbursá Square in Cuicuilco, Mexico City, with an entry of approximately 1,000 visitors. In a family environment we all shared a day of friendship, appreciation and admiration for the cars and especially for the Renault. It was held in an area of more than 6000 square feet, which we referred as the Museum Area and another area of approximately 8000 sq feet for spectator parking. The event was organized by the Mexico Alpine Club, Club Renault Gordini Sport and Club Renault Mexico.

The RENAULT FRÈRES 2010 CONCENTRATION showed that the fans that the Renault and Dinalpin brand is still in good shape. No matter how many Clubs exist in the country, we may share a day together to increase our ties of friendship and seek a greater recognition for our brand of the diamond.

We had 130 cars participate, divided into different areas. The first were in the Museum Area where we exhibited pieces like DINALPIN A110 Cabriolet, Berlinette and GT4, 4CV, R8, R8G, R8S, R10, R12, R12TS, R4L, R4F4, R5TX, R5TL, R5-Alpine, R15, R17, R18 GTX, R18 Custom, FUEGO, FLORIDE, ESTAFETTE and DAUPHINE. The second, an area for exotic cars like Clio V6 and R5 Turbo, among others, and the third area which featured various Renault and Alpine race cars.

Next year we would like to take this event a step forward, where not only Renaults are displayed but where there is also a competition or Elegance contest exclusively for the brand. The winners of the various categories will represent all of the Renault and Alpine clubs in the "Gala of the Automobile" organized by the Federación Mexicana del Automóvil Antiquo y de Colección (or FMAAC), that is the representative of the FIVA which will hold a National Contest of FMAAC Winners to choose the best car of our country. 🍷











D'jet Racer

By Dan Wardman

I was in Belgium on a business trip when I stumbled across a Rene Bonnet D'jet for sale. I have always been interested in small displacement Le Mans cars. I have owned and raced Lotus cars for many years and am a student of Lotus history at Le Mans, so I was curious to take a look at the Rene Bonnet. At that point I had never seen one at all. I went to the premises of Automobiles Vanderveken in Brussels to have a look at my first D'jet

The car was red with a yellow nose and tail. It is a CRB1 from 1963 (build date November 1 1963, chassis number 1042). It had been owned by Paul Grant, the proprietor of Vanderveken, and his wife Mary for over 20 years. They had used the car for road rallies and vintage races extensively. It had run in the Lissac Tour de France Auto from 2000 – 2005, the Liege-Rome-Liege rallye several times, and had competed in many road races at Spa Francorchamps, Zandvoort, and the Nurburgring. The car was still dirty from having run the tour de France that year. But it was mechanically sound and I loved the way it looked. I was surprised by how narrow the car is and how small it is overall. I was also surprised that I could fit inside it. I am not a small guy. I spent about an hour looking at the car. I really did not have the intention to buy it. I was just a car guy having a look at a new and interesting car.

That night I talked to my wife Sharon. I told her about the car and said that if she ever wanted to try vintage racing, the D'jet would be a different and very good car to start with. I have been racing Lotus cars for 15 years now. I race a Lotus Europa Series 1 (very much like a D'jet with a Renault engine) and a Lotus Elan, so Sharon had been around racing but had never really expressed an interest to try it.

Much to my surprise, I received a call back from her later that night. She had looked at the D'jet online and really liked it. She said she wanted to try racing and that we should buy the car. The next week, I made arrangements to buy it. It took about 2 months to get it ready to ship. We ended up flying the car to California and trailering it down to our home in San Jose.

We drove the car for the first time on local roads. We were both impressed by its speed and balanced handling. Our car has also been modified. The engine, we think, is an 1108 with two 40DCOE Weber carbs. The gearbox is a five speed and not the original Estafette box. It shifts from the rear and a special linkage has been fitted to the car that works pretty well. Otherwise it is original, with all the original instruments, upholstery, etc. There is a simple roll bar fitted to the car as well and it has competition belts.

To prepare the car for competition in the US there were



several things I needed to do.

I added an onboard fire extinguisher system with controls on the outside and inside of the car. I also added a master power switch. Because of the hot weather in California I removed the radiator and replaced the core. I replaced all the hoses, rebuilt the starter and generator, and installed a remote oil filter. I replaced the universal joints in both drive shafts. When I purchased the car, I was able to buy a set of alloy wheels from the sixties in a 13X5 size. To these we fit Hoosier 185/60-13 vintage racing tires. They lower the car about 3 inches and work very well on the track.

The car was ready to race in the fall of 2006. Sharon had attended driving school in my Lotus Europa, so she was ready too. Unfortunately, we had some family matters that got in the way of both of our fall races so Sharon's debut in the car had to wait until 2007.

She started the season in February by going thru the school again, this time in the Djet. Over the winter I had fitted new competition shock absorbers, new brake rotors and competition brake pads. She had a very good school in the car at Sears point Raceway in Sonoma, California. Many people noticed her car and few knew what it was. In her first event a writer from a racing magazine took pictures of the car and wrote about it. So in her first event with the D'jet she was already in a magazine, the US vintage racing magazine Victory Lane.

In March of 2007 she had her first race, also at Sears Point. She was placed in a production car group with smaller displacement and older cars. In her group were Porsche 356As. Alfa Guliettas . Lotus Elevens, and Lola 1100s among others. She qualified towards the back of the grid and in the races on Saturday and Sunday made her first racing passes and finished well ahead of where she started. She was excited and the D'jet was a great success. Again in this race a writer interviewed her and a picture of her car appeared in the next issue of Vintage Motorsport.

She raced again in May at another California track called Thunderhill Motorsports Park in Willows California. This track suited the D'jet particularly well with some long straights which permitted her to use 5th gear in a couple of spots. She could use the efficiency of the D'jet shape to get a lot of speed on the straights and pass other cars. She had yet another great weekend with her D'jet.

In the fall of 2007 it was back to Sears Point. With some experience now she went much faster and improved greatly on her times from the spring. She was able to run mid-pack in the same group again. Unfortunately on Sunday practice, the gearbox fouled up and she was not able to select 1st or 2nd gear. The problem is inside the gearbox so we made the decision to do some more work to the car over



this winter.

At this event we had a visit from Steve Earle, who is the organizer of the famous Monterey Historic Automobile Races at Laguna Seca. He took a careful look at the D'jet and told us to submit the car for the 2008 event. We are hopeful that Sharon will race her Djet in this race in August of 2008. If so it will be the first time a D'jet had raced in the Monterey Historics.

So we quickly began getting the car ready for next season. We have removed the engine and gearbox. The gearbox was sent off to Michel Guegan at Alpine America in Montreal for repair. We had the body repainted here in California. The seats were reupholstered as well and I fit the bigger R16 front brakes to the car as well. We had hoped to have the car ready for a race in June as a tune up for the Historics. In the meantime, we have bought another race car for Sharon, a Winkleman Formula Ford, so that she could keep competing while we are preparing her D'jet.

As they sometimes do, the best laid plans for our debut in the Monterey Historics went awry. First, the car did not get accepted. It was the Formula Jr year and the production car classes were mostly eliminated. This fact turned out to be a blessing as both the bodywork and the mechanical work turned out to take much longer that we thought. So we went all in and had the engine rebuilt at the same time. In doing so we found out that the engine was not the 1108 that we thought it was, but rather a 1296. So while the engine was being rebuilt by Terry Tinney at Performance Motors, Sharon continued to race her Ford and the D'jet came slowly back together. By winter of 2008 the car was back at home, the paintwork was complete, and the interior was redone. We re-installed the engine and gearbox over the Christmas holidays and re-applied to the Historics.

Much to our delight, Steve Earl accepted our entry. We had a shakedown race before the Historics and in August of 2009, Sharon raced the first D'jet to compete in the Monterey Historics. She was in the group for 1961 - 1966 GT cars under 2.5 liters. The competition was very strong with Lotus 26Rs, Ginetta's and Porsche 911s dominating. The car ran well through out the weekend and if there had been a 1.3 liter class in the race, she would have won (being the only 1.3) .

I finally got my chance to race the car late in the season and based on my experience, we will be stiffening the suspension a bit and, I hope, improving the handling for the 2010 vintage racing season. 🟢



Devin, Powered by Renault

By Geoffrey Hacker

Today you can see Devin motorcars at most vintage races. Devins, built by Bill Devin were common in California racing in the late 1950s and early 1960s. Most Devins used modified Corvette engines. However, they also built a smaller version based on the Fiat Abarth. For one reason or another, a few of these cars received 4cv drive trains rather than Fiat. This recently discovered Devin is currently in pieces as the owner Bob Dustan is in the midst of a complete restoration.

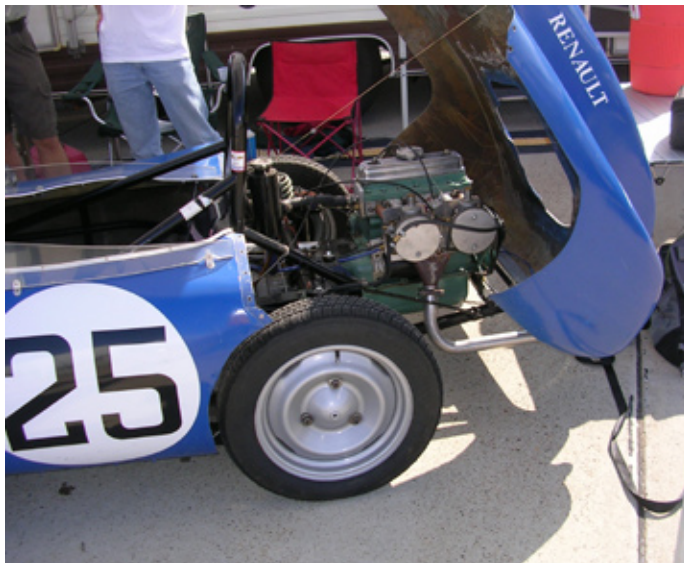
"Mild Mannered Bob" as he is known, has the 750cc motor and transmission getting rebuilt in Seattle. Bob also sent the front 4CV Lever shocks out to get rebuilt. When the weather gets a little better, Bob plans to take the car outside and blast the chassis, then repair a few chassis issues. Then he will get the body ready for paint. He has already made a replacement Lexan windshield and has rebuilt the Hydrokid Disc brakes and most of the suspension parts. The pedal assembly actually moves fore and aft via a motor/worm drive....pretty fancy stuff for 1962! He has amassed most of the parts needed and hopes to get it complete for next year's racing. He presently races a 1970 Lotus Europa and is also getting a 1968 Formula 4 ready to do a few races this season, so it may take longer! When the car is complete, we can hopefully do a follow up story. 🍷



More on Mild Mannered Bob

By Marvin McFalls

After speaking to Bob Dustin about his Renault powered Devin, I discovered his Renault Roots go much deeper. He must have inherited it from his dad, as he built a rear engined Renault powered H-mod back in 1959. The car is presently owned by Henry Morrison of New Mexico. He found it on Ebay a few years back. The body was built by Bill Bunce and designed by Bill and Ed Buck. My dad was good friends with Bill and bought the body and took it to our home in Moses Lake, Washington where he attached it to the 4CV running gear. I was able to see the car in person for the first time since 1961 at the Coronado Festival of Speed in San Diego last fall. Henry has done a great job of preserving it. Along with the recent photos of the car, Bob was able to find one when his dad still owned the car. 📍



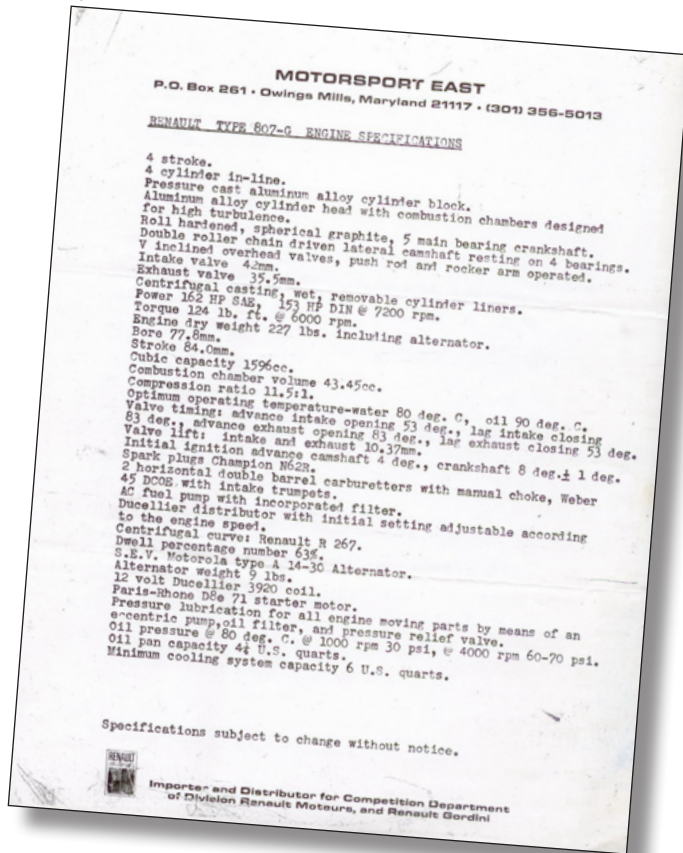
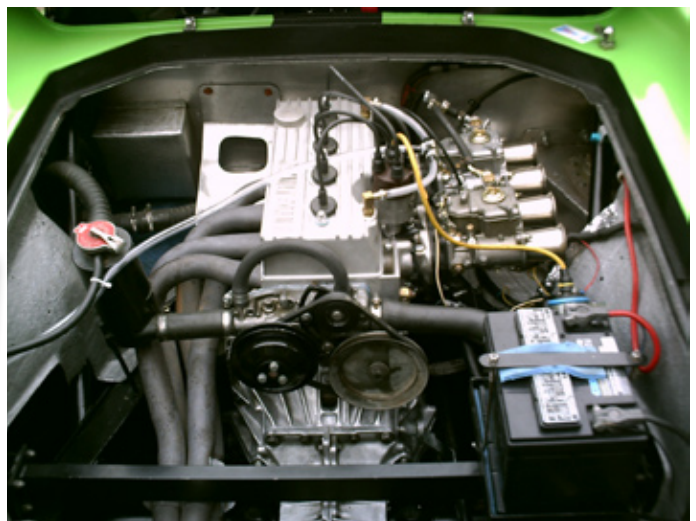
Lotus Europa Powered by Gordini

By Bob Dustan

Most early Lotus Europas you see have been upgraded to a Gordini engine. Generally from a R17 Gordini, and even a few have the earlier R12 Gordini engines. However for my racer, I was able to come across a real exotic Gordini motor.

Here is what I know about the 807-20G or sometimes called an 807G motor. They built them beginning in 1970 for the Renault R12/Alpine Factory Rally team cars. They were also used in the Formula Renault MK20 race cars. They were made available to privateers through the Gordini distributors. Mine was purchased in 1970 or 71 from the East coast Gordini distributor, "Motorsports East" by David Millar of Vancouver, Washington. Motorsports East was the Renault competition department's "retail store". David used the motor for several years in his Lotus Europa S1 racer in SCCA racing. He later converted the car back to a street car and continued to use the motor for the street. A few years back (2005 ?) he removed the motor and sold it to Marc Goldleaf on the East coast who intended to use it in his S2 Europa. Marc advertised the motor for sale on the Lotus Europa Registry in mid 2007 and I purchased it shortly thereafter, where I had it shipped directly to my engine builder, Arnie Loyning for a rebuild before installing it in my 1970 Lotus Europa S2 race car. It was quite a significant bump in HP from my previous race motor. A lot harder to slow down than before!

The specs for the motor are 1596cc, bore 77.8, 11.5/1 compression, 160 HP. 🟢



The James Bond Renault

By Larry Claypool

Our local car club does 'garage tours' during the non summer months, and last fall we went to the Ian Helling foundation warehouse I'd seen mentioned in a prior issue of the Renault News.

Bond is well known for his Aston Martin, Lotus, BMW and other high profile rides, but the roofless Renault 11 just kind of blended in with the woodwork when in the company of the Cougar XR7, Jaguar XKR , speedboats, submarine and other more spectacular Bond items that were on display.

Having 3 Renaults in our stable currently, and previously a GTA for some 5 years as our daily 'train station car', I took more interest in it than most. Doug Redenius, VP of the Foundation and our gracious host, was eager to fill me on the details. The Renault R11 (known better over here as the Encore) was one of 3 such cars used in the filming of "a View to a Kill (1985) with Roger Moore as Bond.

Bond is following a villain up the Eiffel Tower until said villain parachutes off the top. Bond rushes down the Tower and commandeers an off duty taxi (the Renault) and proceeds to drive it down stairs, up a ramp, onto the roof of a bus, and back to the pavement. He then comes across a lowered entry barrier which of course he drives through at full speed, ripping off the roof. The topless R11 continues up one way streets (the wrong way, of course), gets T boned by another car that breaks off the back half of the borrowed taxi , and continues on with only the front half of the car (a handy feature of front wheel drive no doubt) until Bond rendezvous with the landing point of the villain. There's a good video of the chase on you tube at

<http://www.youtube.com/watch?v=mDZm9SQ2Ge4>

This particular car had been used for the roof ripping scene, as well as jumps as evidenced by the (well used) skid plate, and significant reinforcements added to the front unibody frame rails, strut towers, and control arms. It had H. D. Koni struts up front. All the doors except the drivers were welded shut. It was also wired ala demo derby car- a simple on/off toggle switch and starter pushbutton. The drivers' seat had been mounted without tracks so it sat very low in the car, handy for ducking down at the just the right moment. The stunt driving was done by Remy Julianne, one of the best stunt drivers in the business, who also drove on 5 other Bond films as well as the original Italian Job.

There was one little issue with the car now- the engine was locked up, stuck from years of neglect. I observed the engine was the standard 1.4, pretty much the same as used in many Renault Alliances and Encores sold here from 1983-1987. I told Doug I'd keep an eye out for one. A few weeks of eBay searches found a good running '84 Alliance up in Minne-



sota, with an opening bid of less than \$400 but no takers. I pointed Doug in that direction and he successfully purchased and retrieved the donor.

Doug later asked if I'd be interested in doing the swap, so I bid and received the job. Aside from the obvious engine swap, there were a few additional details- the donor car was a Kenohsa built, U. S. Spec TBI injected model, but the Bond taxi car was a euro spec carburetor car. This required swapping all the manifolding, as well as the similar looking but not the same engine mounts. Once installed, I spend a good deal of time with the electricians as the euro-spec wiring was completely different than the U.S. style I was familiar with, and most of it had been cut, taped and bypassed anyway. The goal was to make the car parade worthy, so that meant brake lights, working alternator, cooling fan, and headlamps, so they could be flashed just as Bond did whilst driving the wrong way up a street. I also added an electric fuel pump to protect against vapor lock and aid starting after periods of storage.

The Renault is now driving after 20 some years as a push-mobile, ready for its next Bond adventure! 🟢



Alfas Are Red, Jaguars Are Green, Porsches Are Silver

By Renan Uflacker

Some people say that there are way too many red Alfas. Some other people ask if there is a special reason why Italian racing cars are always red. Is it by chance or creative choice? Obviously there is an appropriate answer to all these questions, but many outlandish theories emerged along the years, particularly within the younger generations and people less acquainted with European cars. "They are red because they seem to go faster"; I've heard. "Because you can see red easier" or "That's how Enzo Ferrari wanted it". Some people even relate the Italian car's red color to the color of the soil of north Tuscany, where most of the Italian automotive industry has been located. Not sure what people are thinking when these statements are made but the true history is more than one hundred years old.

Alfa Romeo 1900, 1957



The New York Herald was the largest newspaper in the U.S. and called itself "the most largely circulated journal in the world." It was founded by James Gordon Bennett in 1835.

In 1872, James G. Bennett Sr. passed away but his son James Gordon Bennett Jr. had taken over the operation in 1866. Bennett Jr. was educated in France and as did many of his class, indulged in the "good life": yachts, opulent private railcars, and lavish mansions. He was the youngest Commodore ever of the New York Yacht Club. He served in the Navy during the Civil War, and in 1866, won the first trans-oceanic boat race.

Bennett Jr. raised the paper's profile on the world stage when he financed the 1869 Sir Henry Morton Stanley's expedition to Africa to find Dr. David Livingstone, when he uttered the now famous words to Livingstone upon finding him: "Dr. Livingstone, I presume?" Bennett Jr. often scandalized society with his flamboyant and sometimes erratic behavior.

In 1877, he left New York to Paris, after an incident that ended his engagement to New York's socialite Caroline May. According to accounts, he arrived late and drunk to a party at the May's family mansion then urinated into a fireplace in

full view of his hosts and guests.

Settling in Paris, in 1887, Bennett Jr. launched the Herald's European edition and the original New York Herald suffered significantly from his attempts to manage its operation in New York by telegram. Bennett Jr., as a "bon vivant" liked to participate and promote sports events and offer awards.

He was one of the founding members of the Automobile Club of France, and decided to establish the Gordon Bennett Cup for automobile races. The race regulations varied and in 1899 called for a challenge between national teams each of three cars built in the countries they represented.

The first race was held in June 14th 1900 on the Paris-Lyon road with the agreement that the winning nation would organize the following year's event and had the chance to choose the route. France won the first two races with a Panhard-Levassieurs, then a British driver with a Napier won, a Mercedes Bens won on the Dublin circuit. A Frenchman won in the German Taunus mountains circuit. The race came back to France and a mountain route was chosen on the Circuit d'Auvergne, at Clermont-Ferrand for the 1905 race. At that time the international flavor of the competition was as strong as ever and for the first time the cars were assigned national colors.

As the races were between national teams it lead to the reorganization and standardization of national racing colors by Count Eliot Zborowski, father of inter-war racing legend Louis Zborowski of Hingham, England. His most famous vehicle was a Mercedes Benz conceptualized by him and built by the Bligh Brothers, immortalized by Ian Fleming's children's book and movie Chitty Chitty Bang Bang, with Dick Van Dyke and Sally Ann Howes.

Chitty Chitty Bang Bang



Count Eliot suggested that each national entrant be allotted a different color. Blue for France, black for Italy, silvery

white for Germany, yellow and black for Austria, green for Britain and red for the United States. France won again with They driving a Richard-Brasier car. Because no one challenged the French again they didn't feel it was their duty to stage a re-match, therefore the Gordon Bennett Trophy era came to an unexpected end, but the national colors remained. The following year there was a change between United States, who took the black color, but switched immediately to white and blue, and Italy got the red (rosso corsa) keeping it to this day.

Ferrari 335 Sport, 1957 in Rosso Corsa



By 1920s and 1930s era of Grand Prix motor racing, the colors were definitely established when blue Bugattis, green Bentleys and red Alfa Romeos dominated many races.

Bugatti 39, 1926 in French Racing Blue, and British Racing Green Bentley Le Man 8



From the time of the Gordon Bennett Trophy until the late 1960s, before sponsorship liveries came in use, vehicles competing in Formula One, sports car racing, touring car racing and other international auto racing competitions customarily painted their cars in racing colors reflecting the nation of origin of the car or driver. The French Renault Alpine for example utilized the now famous French Racing Blue well into the 1970's.

Renault Alpine A110, 1973, Rally Car



These were more often than not different from the national colors used in other sports in politics or national flags. There are not many known reasons why the colors were assigned or chosen, but there are a couple of interesting stories about that: The British racing green, reputedly was a concession to Ireland where the 1903 race was run (racing was illegal on British public roads) the British adopted shamrock green which became known as British racing green, although the winning Napier of 1902 had already worn Olive Green. Britain had to choose a different color to its usual national colors of red, white and blue, as these had already been taken by the US, Germany and France respectively.

Jaguar D-Type 1966 in British Racing Green



Another interesting choice of colors happened when, due to the weight limit of 750 Kg (1,656 lb) for GP cars introduced in 1934, German Mercedes-Benz racing manager Alfred Neubauer decided to scrap the traditional white paint of his cars in order to save one kilogram of weight since the new Mercedes-Benz W25 recorded 751 Kg, just prior to the 1934 Nurburgring Gran Prix, and used the bare sheets of polished aluminum as external colors, giving rise to the name Silver Arrows (Silberpfeile).

Mercedes Benz W 25 Silver Arrow, June 1934 at the International Eifel race driven by Manfred von Brauchitsch, after the white paint was stripped to reduce the weight to the maximum permitted



When aluminum was replaced by fiberglass materials in the 1960s, some German teams (like Porsche and BMW) returned to white paint. Others German manufacturers like Mercedes-Benz and Audi (Auto Union) used silver paint when they returned to international racing in the 1990s. Silver is still today considered to be the German racing color. Interestingly the black color was never reassigned to any country, although Colin Chapman used black from 1972 to 1986 under the sponsorship of John Player Special (Imperial Tobacco), making the black and gold colors of the Lotus 77 one of the most well recognizable liveries to this day.

Mario Andretti's Lotus 77 with the John Player Special livery.



The whole national color scheme thing became to an end when, under pressure from a number of teams, most famously the Lotus team who wished to use the Gold Leaf livery on the Lotus 49, in 1968 sponsorship regulations were relaxed in F1.

Jim Clark driving the Lotus 49, still in British Racing Green but with the sponsor's gold leaf livery.



In 1970 the FIA formally gave Formula One an exemption from the national colors ruling and the previously common British green color soon disappeared from the British cars, being replaced by various sponsor liveries. This exemption has since been extended to all race series, unless specific regulations require the adoption of national colors. Although the color scheme was abandoned by the FIA, it is still informally used, especially by Italian, British and German automakers and teams that want to emphasize their traditions. Often, sponsorship agreements respect this. Many concept cars follow the color scheme, and many amateur racers prefer them as well.

I guess we can conclude that Alfas and Ferraris are red because they are fast. 🟡



Value Guide, 1982-1985 Renault Fuego

By David LaChance, reprinted from Hemmings Motor News

Will its extra *savoir-faire* be enough to make it a collectable someday? If only scarcity were enough to guarantee a car's collectability, the Fuego would be one of the smart bets among 1980s sports cars. Unless you live down the street from a Renault collector, it's probably been quite a while since you've seen one of these front-wheel drive, hatchback GTs here in the New World.

Back when the Fuego – the name means “fire” in Spanish – was introduced, more than a few enthusiasts found reason to hope that the car would turn Renault's fortunes around in the United States – a goal unmet by a string of predecessors, from the Dauphine to the R12 to the R5 (aka “Le Car”). Although it had misgivings about Renault's “traditional French inability to comprehend the American market,” *Road & Track* wondered, “Will the AMC-Renault combination and the Fuego's considerable charm turn the tide?”

On paper, there was a lot about the Fuego that was right. Its fuel-injected, pushrod four broke no new ground, but was thrifty enough to earn an EPA highway mileage rating of 39 mpg — a terrific plus in those mileage-conscious times. A turbocharged version offered more power at a relatively low price. Four people could sit comfortably inside, while the ride and handling were considered no worse than fair, though no better than good. The Fuego had been blessed with distinctive styling, done by the talented Robert Opron, from whose pen also flowed the lines of the Citroën SM; the glass hatchback offered good utility in the cargo-hauling department.

In spite of its good press reviews, the Fuego was no ball of fire on the sales charts. The Standard Catalog of Imported Cars provides no breakdown, but Renault's total U.S. sales figures were weak, and getting weaker: from 37,702 in 1982, when the Fuego first reached our shores, to 33,229 in 1983, to 12,243 in 1984. In 1985, the Fuego's last year in the U.S., sales fell into the four-figure basement at 7,205, dwindling to 4,152 in 1986, the last year Renaults were imported into the States. The undoing of the AMC/Renault alliance two years later and the sale of AMC to Chrysler marked the company's complete withdrawal from the American market.

As you might imagine, resale prices went into a death spiral, and Fuegos became nothing more than cheap transportation, often falling into the hands of owners who either couldn't afford the proper maintenance, or just couldn't be bothered. Even caring owners had a hard time, as parts and expertise became harder and harder to find.

“I remember five to ten years ago, I was buying these cars for \$200 or less. I have even been given a few of these cars,” said Marvin McFalls. But he noted that interest in the cars seems to be picking up. “If you had asked me a year ago, I would have told you there wasn't much interest in these cars. Then they were selling in the \$1,200-\$1,500 range and



\$2,500 for a top-notch example," Marvin said. "However, last spring a good example of a Fuego Turbo with only 7,000 miles brought \$5,100. Since then, I have had people calling me about Fuegos. In the last month, I have sold three Fuegos, in a price range from \$1,000 to \$3,500."

Buy a Fuego for its investment potential, and you'll be gambling against history. But buy one because it's inexpensive, fun to drive, and likely to be the only one at any show you'll bring it to, and you'll be on the right track.

Value Guide

- 1984 \$8,995
- 1989 \$2,300
- 1994 \$1,600
- 1999 \$1,900
- 2004 \$2,300
- 2009 \$2,500
- Future \$????? 🟢



Herb Miller, Junior Member

By Herb Miller

I just received the new password and was curious about something. When I sign into the club's Forum page, I am referred to as a "junior member"? At the age of 79 I should be a "senior member" at least.

If I could take a few minutes of your time I'd like to tell you how I got interested in Renaults. In 1959 I was a New York State trooper and while on patrol on the New York State Thruway I caught up with a Peugeot doing 75 in the 60 mile speed limit. I pulled him over and after asking for his driver's license, I asked him where are you employed? We couldn't do that today it would be a violation of his civil rights. He said "I'm a car dealer", are you in the market for a car trooper?

At the time I was driving a 1950 Desoto I had purchased in 1953 while stationed at Langley Air Force Base in Virginia. When I said yes, he replied follow me. Here I am following a foreign car I had never heard of with a strange guy who said he was in the car business. I parked my State Police car in the driveway of the dealership which said Renault/Peugeot. There on the showroom floor was a blue Dauphine with white wall tires and a Sunroof.

I fell in love with it and sat down and he arranged financing on the spot with me still in uniform. It cost \$1614.00 and I came back the next day and drove it home. I met my wife to be three months later and we used that little car for 5 years. And we loved it. I regretted selling it and since my wife passed away ten years ago I had been looking for one ever since.

A few years ago I answered an ad for a 63 Dauphine from a gentleman in Wisconsin. He said a little old lady owned it and got sick and put it in the church garage and then died. I believed him and after having the car shipped home. He forgot to tell me she died 30 years ago and the roof leaked. Two years ago I contacted a gentleman in Toronto who advertised in the club news with a 1964 Dauphine in mint condition and my son and I drove up there with a tow dolly and brought it home.

I also own a late model Renault. I always liked convertibles so I picked up an 1985 Alliance. Last year I purchased some parts from 'Sam the Mechanic' in Tennessee for my 85 Alliance convertible, he is some nice guy and a pleasure to do business with.

I really enjoy driving my Renaults and they bring back fond memories, Hope you can tell me why I am a "Junior Member"?

Editor's Note: Herb, don't feel bad I too am a "Junior Member" To my knowledge other than Kurt Triffet our webmaster who has the title of Administrator, and Mike Heather

who is the Moderator the Forum software refers to everyone else as junior members.

Webmaster's note: Just get your post count up and you'll soon graduate to a more respectable "Senior Member" status :-) 🟢



Renault Wind Debuts in Geneva

By Marvin McFalls

Back in the winter of 2005 I visited l'Atelier Renault, the former Renault Showroom on the Champs-Élysées, which today is now a trendy restaurant and a showplace for the Renault Collection. On display in the front window was the Renault Wind. Built for the 2004 Geneva Auto show, the Wind was a huge hit with the crowd. To me it appeared to be about the same size as the Nissan 350Z, and I wondered if it was built on a Z car chassis. A year later when the Z roadster came out I thought these two cars certainly were similar.

As the old saying goes, everything old is new again. At this year's Geneva Motor Show, Renault took the wraps off of the production version. At just 12 and a half feet long, this WIND transforms from coupé to roadster in 12 seconds, offering a sports car that's practical enough for everyday use, as it has a generous trunk that is unaffected by the position of the roof. The Renault Wind will go on sale in Europe this summer with a choice of a 100-horsepower 1.2-liter turbocharged engine or a 133 horsepower 16-valve 1.6 liter.

Renault did a similar transformation back in the 1990s when they introduced the Concept Laguna Roadster, followed a few years later by the Renault Sport Spider. While the Production version of the Wind is much different than the original concept car, this compact roadster looks to have found the mark. Its low-set driving position and upright steering wheel positively urge you to fire up the engine and drive. Wind's muscular and sporty silhouette is a powerful invitation to devour those twisty roads with the wind in your hair.

Distinctive headlights up front and the boomerang shape of the rear lights give it a unique lighting signature. Inside, everything in the cockpit is focused on the job of driving. The instruments are recessed in metallic tunnels and circled with a touch of chrome, the driver slips into a bucket seat, complete with built-in head rest and substantial side bolstering. Renault Wind has the advantage of a platform that has been engineered by Renault Sport Technologies to provide outstanding steering precision and thrilling responses for the driver.

Renault Wind is reassuring and safe, with a level of protection that's among the very best in the convertible segment. Renault Wind has generously-sized tyres (195/45 R16 or 205/40 R17) fitted to aluminum alloy wheels which house 11 inch-diameter rotors at the front and 9 1/2 inch discs at the rear for powerful, fade-free braking performance.

A range of five body colours is available: Majorelle Blue, Pearlescent Black, Glacier White, Altica Grey and Dyna Red. Customers can enhance the exterior of their Renault Wind

with a range of styling options including a rear diffuser with twin tailpipes, front foglamp backing plates, chrome exterior mirror housings and a chrome finish for the bumps at the rear. Wind's interior ambience can be personalized, too, thanks to a range of different instrument housing designs and door pulls, plus an alternative gear lever knob or pedal set.

Who knows, maybe one day the Wind will blow across the Atlantic to visit our shores. 🌍



The Return of Mademoiselle

By Marvin McFalls

Since our recent article about Sharon's wild ride, I have received several e-mails asking about Sharon's health and the condition of Mademoiselle. While Sharon has had a lot of stiffness and soreness since the accident that have required regular visits to the chiropractor, she is finally starting to improve. As for Mademoiselle, she has also been on the road to recovery.

After Christmas, Jonathan Burnette flew to California, to begin repairing her. He discovered that only the front spindle had been damaged in the accident. After replacing it and realigning the car, it was back on the road. As for repairing the fender and replacing the mangled bumper, Jonathan decided to take the car back to Texas. So off he drove for nearly 1400 miles with only one incident where he ran out of gas. Luckily, he brought a gas can and he was quickly back on his way.

Once back in Austin, the job of repairing and repainting the body began. After a few months it emerged from the paint shop with both fenders perfectly blended to the rest of the car. Adding a new bumper, a turn signal lens, grille bars and headlights and she sparkled like new.

To try to improve the handling, Jonathan brought the car to a friend's garage that specialized in race cars. He realigned the front end and the steering was much improved. Unfortunately, 4cvs were not built with aerodynamics in mind and about 62 mph was the top speed with which he could handle the car. When another car passes it or a strong breeze blows over it, Mademoiselle becomes unstable. However if there aren't any other cars around or strong winds she can cruise along at 70mph or more.

A heater was also added, just in case a cold spell hits San Diego. The next issue to tackle was interior noise. With the motor behind the rear seat it was difficult to carry on a conversation with other passengers. To muffle the noise Jonathan and I installed insulation and carpet behind the rear seat. We also finished installing the remaining trim pieces inside the car, carpeting the trunk and building a drop down door for the fire extinguisher.

After a quick trip to the carwash, it was time for the reunion. Sharon was very pleased with the condition of the car and she took it for a ride around the neighborhood. After the accident, we wondered if she would be gun shy about driving her. Much to our surprise, the next day she drove it across town. While I don't think she will be driving on the L.A. freeway for a while, she seems more than confident to use it for running errands. I am happy to report the return of Mademoiselle has a happy ending. Look for her and Sharon at future meets. 🍷



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Renaults in South Africa

By Robert Huysamen

Here are some Renaults the Johannesburg club guys had on display at Angela's Picnic over the long weekend. It is an annual car show that is held in memory of Angela and all the money raised goes to the cancer foundation.

Just have a look at the 1909 Renault, an absolute beauty. Also very interesting is the Renault Estafette van in the old Renault support vehicle colours. 🇳🇷



Renault Owner's Club of North America
13839 Hwy 8 Business
El Cajon, CA 92021