

# RENAULT NEWS

**96**  
Summer  
2010



## 1907 Vanderbilt Cup Renault

### In this Issue

New Members .....	3	Update on the Phrog .....	21
Upcoming Events .....	4	Roy Smith Review: The Sports Prototypes .....	23
Carlisle 2010 .....	5	Vanderbilt Cup Renaults .....	24
Return of the Encore GS .....	8	Kirk Gibson's Collection .....	25
Alaska or Bust, Literally! .....	10	RACP 2010 .....	26
Huixquilucan 2010 .....	12		
North To Alaska! .....	15		
Air-5 Rallye .....	18		

## Renault Owners Club of North America

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www.RenaultOwnersClub.org

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

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

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### New Members

US\$15 for 1 year online membership: worldwide

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

(U.S. only)

US\$30 International postal membership (including Mexico & Canada) Join online at [www.renaultclub.us/join](http://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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### Classified Ads

Place ads online at [www.renaultclub.us/marketplace](http://www.renaultclub.us/marketplace)

Or mail brief ads to:

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**Marketplace display ads available**

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### Back Issue Requests

**Order back issues on CD** online at club website.

**Issues 1 to 57 only \$7**

Individual hard copies US\$2 each:

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Candy, Warren  
Chattin, Daniel  
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Hockin, Richard  
Majer, Paul  
Muniz, Pedro  
Reynolds, Ken  
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**July 2010, Renewals**

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Lopez, Hector  
Miller, Herbert

Moskowitz, Terry  
Smith, Paul A.  
Sorrels, Ken  
Sy, Phillip



1967 Caravelle owned by James Sprers.

# Letters to the Editor

**H**ello from Hannibal, MO!  
My name is Lyndel Gillespie. My son-in-law Gary Stuhlman is the owner of the little red Renault in the winter 2010 issue. I had lived in Texas in 1960 and worked for a man that had a Renault dealership. He had a Renault that if I remember right was more of a golf cart. It was on the same frame and engine as the others in the show room. It had a fringed surrey flat top with no doors.

It was very cute. I was wondering if any pictures are available of one of them? By the way, I was the old coot that gave that '63 to Gary. I had cut the top off and shortened it just to play with it. Gary took it and did all of the nice work on it. Turned out beautiful!!

Lyndel Gillespie 🍷

## 2010 Club Meet Schedule

By Marvin McFalls

Date	Event	Location	Contact
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 25	Rally on the Lane	Nashville, TN	moose01@earthlink.net
Nov 7	Best of France & Italy at Woodley Park	Van Nuys, CA	jacques@renaultparts.us

Our 7th Annual Rendezvous at Jerry's Deli and parade to the Best of France and Italy Car Show takes place Nov 7.

We will meet at 8AM at Jerry's Deli for our annual breakfast and then motor over to the show.

Jerry's Deli:

16650 Ventura Boulevard Encino, CA 91316

Telephone: 818.906.1800

## List of Nationwide Renault-Friendly Mechanics Being Compiled

By Jacques Lynn

**O**ne of the most frequently asked questions is "where can I get my Renault worked on?" We are compiling a list of shops that work on Renaults around the country. If you know of one or more please let us know. Send an email or letter with:  
Your name; model Renault; name of shop; address; phone; type of work done; quality of work done (excellent, average, etc.)

Send to:

**Jacques Lynn**

**13839 Hwy 8 Business**

**El Cajon CA 92021**

Or e-mail to [jacques@renaultparts.us](mailto:jacques@renaultparts.us)

Jacques will compile a list for our club newsletter and website. 🍷



# Carlisle 2010

By Marvin McFalls

**W**e were so excited to get to Carlisle. Usually we leave on Friday, but this year Sam and I decided to leave a day early. So on Thursday morning we left Knoxville around 10:00 AM, and we arrived in Carlisle a little after 6:00 PM. We checked into our hotel and later John Vogler came by. John and I went to look for a car of a former customer, but didn't have any luck so we went back to the hotel and went out to dinner with Sam. Following a nice meal and conversation we returned to the hotel to get some rest.

I awoke early the next morning and went over to the fairgrounds. It was a beautiful sunny day as I began setting up the tent and club display. Around 9:00 AM, Don McLaughlin arrived at the fairgrounds. He brought his Silver GTA. It wasn't long before we had our second Renault. Dale Martin of Midland, Michigan arrived in a beautiful 1973 Renault 16 TL recently imported from the Netherlands. It turns out this model was the basis for the U.S. Model TL and luckily Matt Cotton brought his U.S. model so we were able to compare, there were a lot of subtle differences.

One of my favorite activities at Carlisle is looking for Renault parts, literature, and other collectibles from the show vendors. In my first attempt I didn't find anything, but I never leave empty handed. Eventually I found Uncle Charlie. He sells Koni shocks and I have bought several sets from him for my Fuegos over the years. He actually had a set that day and I couldn't pass them up. I have a customer that wants his suspension improved, and these will be the first step.

As the day went on Lloyd and Donald Mathis arrived at the fairgrounds, after traveling 875 miles in Lloyd's Dauphine. A few years ago, Lee Weaver brought his unrestored Dauphine, and it was the hit of the show. Lloyd's completely restored Dauphine had an even bigger reception. Carlisle events chose it as one of their top ten cars and awarded him a trophy. David LaChance from Hemmings Motor News interviewed Lloyd, so hopefully it will be featured in a future issue.

Nick Chennelle also arrived on Friday. He drove down from Rochester, NY in his Silver GTA equipped with Archer Brothers Racing modifications. Along with Sam's 18i station wagon it was a nice display of vehicles for a Friday. As the day wore on, the sun turned to clouds, but no rain. We were really looking forward to the main event on Saturday.

Unknown to Joe Wagner, the first to arrive, we have our parking area in the rear of the diner. Each and every Saturday there is an open invitation of the Central PA Renault Club to the Saturday morning kickoff breakfast at the Middlesex Diner. They really do have a marked area



with a sign 'Park your Renault here'. Now that everyone knows where to park, when we arrived Joe was sitting with regulars Lee Weaver, John Vogler, and Mike Gipe, along with out of towners Sandy Lea in his Silver GTA convertible, Nick Chennelle, and Bruce Hunter.

Bruce had driven up from Baltimore where he had flown in from his home in Salt Lake City. Also driving in were Brent and Joel Bartley along with Dan Barton who came in from Ohio. Next to arrive were a couple more locals Tom Gross in his Red GTA convertible and Herb Mooney. Next to arrive were the Mathis' both father and son and Don McLaughlin. John Mullin and his wife also joined us. Finally in his Black GTA with 292,000 miles Hector Lopez arrived.

After enjoying our breakfast and conversation we caravanned to the fairgrounds. When we arrived, our final Renault was waiting for us. Mark Nicotera drove down from Connecticut in his Red R5 Turbo II. Mark was formerly the Marketplace Editor, and we look forward to having him back in the fold as I gave him an application. After we lined up all the cars, don't ask how the Peugeot ended up in the mix. We then made plans to meet back at 1PM.

Sam and the two Johns (that would be Vogler and Mullin) made the rounds. While they weren't lucky enough to find any Renault parts or memorabilia this year, they did have their annual ice cream. Meanwhile, Brent, Joel, Dan and I tried to check all of the 1500 or so cars displayed, as well as check out the cars for sale and vendor area in two hours. I returned to the booth at 12:30PM and set up the snack table. Special thanks to John Vogler, Don, Joe and Sandy for bringing snacks. Next year we will try to be a little better prepared.

Once the snack table was set up we passed out the ballots for the car show. John Mullin prepared the awards and he, Don and I discussed all the winners. As always, John made up some unique awards and they went to Hector Lopez, Joe Wagner and Mark Nicotera. Then we moved on to the honorable mentions which went to Nick Chenelle and John Vogler for their Silver GTA sedans. Third place went to Dale Martin for his Renault 16 TL, Second went to Mark Nicotera in the R5 Turbo II and First place and furthest distance travelled went to Lloyd Mathis' Dauphine.

Following the car show we continued to hang out at the fairgrounds. Several people were interested in going to John's for a swap meet. I had contacted him about a Mobil oil sign he had. So we made the long drive (approximately three miles) to Vogler's house. Almost everyone had made the trip over from the fairgrounds and we had a swap meet. Hector, Nick, and Lloyd also bought some parts from John. We even made a deal on the sign and it went back to Tennessee.

As it was nearly 6:00PM and we had 500 miles to drive,



we said goodbye to all our Renault friends. Before getting on the road we stopped for gas, and it began to sprinkle. This was the first rain we had seen all weekend. As we headed back towards the interstate there was a long line of cars heading north, but we made it through downtown Carlisle in good time. Within a few minutes we were on I-81 South, and the rain began to increase. After about an hour we entered West Virginia and it continued to rain. By the time we reached Maryland it began to lighten up and when we arrived in Virginia it began to dry up. By 8:30PM, we decided to eat and spend the night in Harrisonburg.

Following a good meal and rest, we awoke to find the rain had passed. As we continued south, we ran into a few small showers but nothing like the night before. Traffic was light and we seemed to make pretty good time. We stopped for a late breakfast. After filling our stomachs we drove the final four hours back to Knoxville. After unpacking the car we went into the house and let everyone know we made it back home.

It was a very exciting show and we are all looking forward to returning to Carlisle next year. The 2011 show will feature all French Makes. We are very excited for this opportunity to showcase our cars. To my knowledge this is the first time French cars have been the featured mark at a major American car show. We have set a goal of 25 cars in the Renault display. So plan to register early and sign up with the Renault Owners Club.

We are planning several special events for next year's show including a special display of unique French Cars in one of the fairground buildings, Several tech sessions on repairing and restoring your French Car, and a track session featuring among others the presumed winner of the 1907 Vanderbilt Cup race. We will also have our hospitality tent, car show, swap meet, and our second ever Renault Club raffle. So, If you decide to come to the show next year, everyone who brings a Renault or car related item valued up to \$20 will leave with a prize. Also plan to bring drinks or snacks for our hospitality tent. See you there! 🍷



# Return of the Encore GS

By Fernando Zavala

**A**fter almost 5 months the Encore GS is back on the road. Although there a bunch of issues to be completed, my Encore GS is back. Yesterday, Imanol Ordorica and I went to chez Antonio Guzman a few blocks away from my home in Monterrey to pick up the Encore. As soon as we entered Antonio's place gates, we could spot him driving the Encore down the main street, he was riding with his wife Marisol. We finally met at Antonio's house, after a few rounds around the blocks to collect some spare parts, finally we went home, Antonio changed the frame, driving and suspension parts, brake cylinders and brake booster, fuel pump, rear bearings, and gear shaft .

Following a good carbonara spaghetti made by my wife Adriana, we went a few blocks away from home to meet the rest of the Clio Club of Monterrey who were gathered at Marisol and Rafael Montes' house for a car wash session. I didn't really wash the Encore, Imanol tested some paint cleaning on different spots, so this may take a while to complete.

However, I thought it would be good time invested if we put the new set of hatchback lifts I had purchased a few months ago and Imanol suggested me to start to replace the window mechanisms and the door locks I had purchased from George Smith last year, so we did. Mostly with the great expertise of Imanol, and I assisted as I could. After removing the door cover, Imanol found a lot of dust, pieces of wood, remains of broken glass and hoses. The drain was stuck with dirt and he cleaned it to avoid rust in the doors. Once we finished installing the new sets of window mechanisms, we covered the doors with plastic. Everything was done in a matter of 2 hours maybe a little more.

Ricardo, his brother, gave us a hand in the end and both, experienced with Alliance's in the past, drove the Encore just to find Antonio's work was precise and that the car was fine now with door locks and window mechanisms, new brakes, drive and suspension parts. I was ready to make a brand new start and hit the streets for new adventures with the Encore GS, or so I thought.

My first trip was to Wal-Mart for new tires as they were having a sale. On the way home, the car began to run hot. I had the car towed back to Imanol's shop, they already had purchased the head gasket and I had purchased all the material for an oil change. It turns out the oil pump had damage and we found a new one. The oil pan had also been damaged and it was too close to the oil pump so it just couldn't pump up the oil anymore.

We thought the chances for a serious damage were very high, but the Encore GS proved it has the will to survive. After straightening the oil pan, replacing the oil pump and the pan and head gasket, the head and its metal parts were





carefully inspected. Although it released lots of smoke when we started it up, after a few minutes that was not an issue anymore. Ricardo and Imanol took the car to our Thursday gathering after only working a day and a half on it. Alex, Ricardo, Imanol, and I had our turns to drive it. Later we went with the rest of the club to have some tacos for dinner, on my way home I was escorted by Marisol in her Clio Sport with her husband Rafael in his Renault Safrane, everything ending up happily on this night.

I was going to leave for work a few days later and opened the hatch and found that the weld had broken on one of the hinges. This was a quick repair done at the welding shop down the street. Next stop would be the electrical garage, where we had its display repaired, many of its lights done, and many electrical failures repaired. The GS was released from the electrical garage last Saturday. It is running very well. I think I will either change the one barrel Nissan carburetor for a 2 barrel Solex or maybe get back to its original fuel injection system. It also needs new exhaust system, it has a cheap Nissan one.

A return trip to the electrical shop will complete all the needed repairs as all the following pieces are burned out so I will need a factory wiring diagram and: headlight switch, trunk bulb, hatchback (open/close) sensor, new clock, defroster switch, wiper tank with motor, blades and adaptors, upper door lights.

Beside the electrical repairs, I still need to find or make a new sunroof. Imanol also found the floor was a bit cracked due to a heavy use of the driver's seat which has some physical damage probably by an overweight previous owner. The seats were found to be switched from driver to passenger. This car has a story on every one of its parts.

I am happy to report that I am actually driving about 25 miles daily back and forth to work. I must be feeling brave because I am planning to take it on a two hour drive out of the city. I am sure this is not the last of the story of the Encore GS, Let me know if you have any of the parts I am looking for. Happy Renaulting. 🍷



## NEGLECTED

By Fernando Zavala

Fernando Zavala Music Copyright 2010

It doesn't matter much to you  
 how much I love you  
 how much I care  
 Can I still expect something good from you  
 After all I spent  
 After all I cared  
 You let me down in the middle of the lonely road  
 you let me down, you let me down  
 You let me down in the middle of the pouring rain  
 you let me down, you let me down

I'm giving up, I am giving up  
 I'm so frustrated so I'm giving up  
 I'm giving up, I am giving up  
 I'm so frustrated so I'm giving up

But everytime we have a good day  
 the road is ours, the stress is gone  
 we ride together, we are just like one  
 Neglected  
 It's understood you were neglected  
 It's all my fault never suspected  
 I took my home what everyone rejected  
 Empty my wallet  
 Empty my bank account  
 Empty my pocket man it's unbelievable  
 I'm lost in love with my Renault

*Editor's Note: Fernando first wrote this as poem, and then he turned it into a song, His friends thought he was singing about a girl. I talked him in to rewriting it English, and he recorded it. You can listen to it for yourself at our download page at [renaultclub.us](http://renaultclub.us) 🍷*

# Alaska or Bust, Literally!

By Patrick Beach

**T**he Renault Dauphine wasn't a car. It was a punch line.

Take it away, Time magazine, which named the thing one of the 50 worst cars of all time: "It was, in fact, a rickety, paper-thin scandal of a car that, if you stood beside it, you could actually hear rusting. Its most salient feature was its slowness, a rate of acceleration you could measure with a calendar." And right now, Jonathan Burnette of Austin has his punch line pointed toward Alaska. Good luck with that, guy. He's planning to leave Tuesday, July 6th and since Burnette will be busy driving, the Dauphine will be posting updates as technology allows on Facebook. You can try searching for "Dauphine Destiny," then clicking on "Alaska Renault Trip" under "Likes and Interests."

Not that driving to Alaska is as big a deal as it used to be. The roads are better — whereas in bygone days they barely existed in places — and technologically, cars are better, more comfortable and more reliable. Two things remain unchanged. It's still, strictly speaking, a long, long way. And say what you will about traffic in Austin, but: no bears.

This does not deter Burnette, a single man of 48. And to understand why, you need to know a couple of things about him. First, he's a mechanic with decades of experience who's specialized in working on imports of a certain vintage with quirks and character. In addition to his 1959 Renault, for which he paid \$200, he has a Matra Bonnet, a turbo diesel Renault Fuego and two others in the yard of his house off North Lamar Boulevard. He accumulates these things the way some people adopt old dogs with three legs. (He vigorously defends the honor of the '65 Chevrolet Corvair, the model made infamous in Ralph Nader's book "Unsafe at Any Speed.")

And if you believe in destiny, he is quite possibly fated for all this. His late father, Lawrence, who taught industrial arts for many years at McCallum High School, came home with a brand-new Renault R10 on Halloween 1968. "I blame it on him," Burnette says. (Fun fact: The Dauphine was originally to be named the Corvette. The name Renault settled on is the female form of "dauphin," a French royal title.)

Another thing you need to know about Burnette is that he's a pretty easygoing guy who's done lots of long road trips and isn't wedded to modern niceties like automatic transmissions and air conditioning. It doesn't have AC, but that's only going to be a problem for one day," he says. "I'm going to start out early in the morning, and I'm not going to stop until it's cool." (He's going to try to make it to Colorado Springs, CO., some 850 miles away, the first day. The turn-around in Alaska will come after he visits Denali National Park, Fairbanks and Anchorage. He expects the whole journey to take about a month.)



So you might think it's a little nutty to take a car that rolled off the line the same year that Castro toppled Batista. Burnette has heard it all: "People say, 'You're crazy.' I'm like, 'Eh. It'll go.'" Not to hammer this point like a piece of sheet metal, but remember the vehicle we're talking about here. The "Car Talk" guys on National Public Radio, Tom and Ray Magliozzi, named the Dauphine the ninth worst car ever, marveling that it was "unencumbered by the engineering process."

Burnette more or less works freelance these days, but Patrick Whale, his former boss at Revolution Motors, calls him "an amazing mechanic" whose tools will probably be used on other stranded motorists' cars on the epic journey more than on his own. The guy's mechanical skills are known well outside of Austin, although he won't bring it up. "If you own a Renault in the United States, somebody will tell you to see Jonathan at some point or another," says Keith Morton, who's known Burnette for 22 years and now lives in Seattle. "Anybody who goes to him keeps going back to him because he's honest. And he's got a real sense of adventure. He'll make it. One way or another, he'll make it."

It's not like he hasn't faced a challenge before. When Burnette was 16, he drove to California via Colorado in a 1961 Renault Caravelle with a girlfriend, recalls his younger brother David. The couple went through a mountain pass where there was no road. At the time, Burnette's Caravelle was one of two vehicles known to have accomplished that feat. Then he knocked a hole in the car's transmission, drove to San Francisco and replaced it. Remember: He was 16 years old. "He has a creative mind," David says. "He's one of these people that can think of something and go build it. I've always been jealous of that. There's a bunch of stuff on that car (the Dauphine) that he built. He didn't have it, so he built it. He's one of the most talented people I know. I'm not surprised he's doing this." And that, really, is what this whole thing is about.

Burnette is a little scornful of our throwaway society and is dismayed that people seem to think they need, as he puts it, "400 buttons on their radio." Although he will have a CD player. There's only so much scenery a motorist can take in.

He's already been promised fresh Alaskan salmon from a fellow Renault enthusiast, and this trip is already overdue: Two summers back he was planning to make the drive, and about two weeks before his planned departure, a Mitsubishi Galant turned in front of him and wrecked the Dauphine. (He notes that the Galant was totaled.) It's time to go, for maybe no better reason than he can. He can drive to Alaska in a 50-year-old, \$200 car much of the world regards as a joke. He prefers to think of it as a conversation-starter. 🍷



# 50th Anniversary of the Alpine Berlinette and the 30th Anniversary of the Renault R5-Turbo

By Francisco Miranda

**T**he Alpine Club Mexico marked the XXIV Gran Concurso Internacional de Elegancia 2010 of the Jaguar Club at Huixquilucan, with the celebration of the 50th Anniversary of the Alpine Berlinette and the 30th Anniversary of the Renault R5-Turbo.

We gathered 12 Dinalpin A110 Berlinette and 2 R5 Turbos, flanked by two beautiful A110L-GT4s.

Renault Mexico was eager to back us up due to the importance of the date and as they were displaying new cars at the show, we asked the event's organization to have our areas put together. This way we could also share the hospitality suite. Clients and passersby were attracted due to the beauty of the cars displayed and to the flashy yellow/black hospitality area.

As the original Berlinette, the A108, was never sold in Mexico even as an import, we asked Histoire et Collection for some pictures and they kindly emailed us one picture, as we wanted visitors to understand why the celebration. Juan Antonio printed a nice banner and it definitely served its purpose, as it was appreciated by many visitors.

This time we also had the presentation (unveiling) of two new beautiful Gironella restorations: Jose Miguel Diaz presented his 1973 white Dinalpin, fitted with a racing 2 liter engine, 5 speed gearbox, limited slip differential, group IV mechanics. This car received the prize of the "SPECIALS" category. The other car, Mark Latiere's 1970 yellow Dinalpin with hemispheric head 1400cc engine, twin Weber 40 carburetors, 5 speed gearbox and frontal cooling system. This car received the award of the newly formed "RENAULT MOTORSPORT AG" category.

Another winner this year was Guillermo Acosta's 1969 white Dinalpin for the "ORIGINALS" category.

This year the Alpine Club was represented at the Best of the Clubs, "The Corral", with my 1972 Dinalpin A110L-GT4, a distinction I gladly received. Thanks to the club members that decided so and encouraged me.

Worth mentioning is the interesting Dinalpin 1969, 1100 cc engine from Jorge Herrera. You could see for many years this car parked at a residential building in a centric area of Mexico City, and many of us, at one time or another, asked the owners if they were willing to sell the car and we always got the same negative answer. Finally Mr. Herrera was the lucky person who got it. It is very well maintained and most importantly, everything is original, including seat covers, upholstery, roof lining, power plant, etc. The car was always used at least every third day and lately, once a week by the original owner.



Elsewhere you could see many other displays of Renaults from the clubs; Gordini Sport, Auto Club Renault Mexico and Grupo Auto Frances. All of them presented very fine samples of the different modern Renaults, being the oldest Pedro Mora's burgundy 4CV, which by the way was also parked at the "CORRAL" as elected by his club. 🍷

The cars chosen to be awarded by the Alpine Club were the following:

Owner	Model	Year	Category	Color
Guillermo Acosta	1300 cc	1971	1 Original	White
Alejandro Cortés	1300 cc	1968	2 Original	Red
Adrián Duarte	1400 cc	1969	3 Original	Silver
Mark Lathiere	1400 G	1970	1 RG	Yellow
David Martinez	1600 cc	1971	2 RG	Blue
Alberto Gironella	1800 cc		3 RG	Tricolor
José Miguel Díaz	2000 cc	1973	1 Special	White
Alfonso González	1600 cc	1970	2 Special	White
Menchaca	1600 cc	1970	2 Special	White
Juan Antonio Calvillo	2000 cc	1969	3 Special	Blue
Francisco Miranda	GT4 1300 cc	1972	Corral	Blue





# North To Alaska!

By Michael Muller

**F**or those of you who haven't heard of Samanta and Carlos here's a quick intro (you can follow their adventures on their website: <http://conun12poramerica.blogspot.com/>): Fifteen months ago the couple from Argentina set out to drive from the southern tip of South America to Alaska - a trip few have undertaken. Probably no one has ever done so in a 1981 Renault R12!

The Renault 12 is a car as common in Argentina as a VW bug used to be here: virtually every family owned one at some point in time. Here in the US it is a rather rare bird however, especially one that was made in Argentina. Anybody crazy enough to dream up a project like this needs help! So when I read about their trip in one of the last issues of Renault News I contacted them while they were still in Mexico and offered a place to stay, rest and prepare for the last leg of the journey north.

After crossing 14 countries and driving some 35,000 miles, they finally arrived in Seattle in mid-May with three items on their agenda - make some travel money by selling T-shirts, procure the visa for Canada, and last but not least, fix the car. A while back Carlos had diagnosed some disturbing noises in the front as a faulty clutch release bearing. Naturally, when we drove around Seattle there was NO noise - isn't that what always happens when you take your car to the shop? But you sure could hear the clutch bearing once the hood was open! Apparently the little part wasn't made to withstand the sand, water and grit of thousands of miles of often unpaved roads and needed to be changed. Unfortunately with the R12 you can't just call your friendly local parts store and order a clutch release bearing. But hey, keeping the car running is part of the adventure!

Luckily I knew just where to look for help and called Martin Moe, a local Renault collector and parts specialist. After a brief glance under the hood he confirmed the diagnosis. He was positive to have the correct part, figuring it would probably be the same as for an R5 or R17. Things were beginning to look bright again! My friendly neighbor Sam offered the use of his wide driveway and Carlos planned on pulling the transmission the next day. The next day however the chance to make some travel money opened up and Carlos jumped on it. The following day the weather wasn't as nice anymore (after all, this is Seattle in May!) and cloudy skies turned into constant drizzle. We pulled a big blue tarp over the car and it took a little longer than expected to get to the release bearing... - it had a lot of grit in it, barely turned, and surely would have failed at some very inconvenient moment. That Tuesday night the two travelers slept very well...

Wednesday morning it was nice and sunny again, but Martin had to take care of other business and it wasn't till early afternoon that we could see him. The release bearing,



however, was not quite what he had expected. It turned out to be identical to the type used on the R16 and it took quite a bit of digging, while Carlos, Samanta and I were anxiously waiting. When Martin returned he proudly presented a NOS part over forty years old! Another long day followed, and late in the evening the car was back on its wheels. The test-drive with all three of us squeezed into the two front seats, was done without any issues.

That night we had another wonderful meal - empanadas made from scratch. The four of us cooked together most every night, swapping stories of adventure and traveling and, of course, recipes! My wife and I listened to fish stories - Carlos is an avid fisherman! - and we learned a lot about Argentinian food. There aren't too many Argentinians in Seattle, but we found a little store at Pike Place Market that sells Argentinian specialties - I got myself some Yerba Mate, the national drink of Argentina, along with the typical metal straw that acts as a filter, the bombilla, and a traditional gourd to drink from. The taste of mate is definitely addictive!

Sorry about the rambling, lets get back to the car. After the initial euphoria and some fifty miles the strange noise in the car came back, and this time we could identify it without any doubt as the left front wheel bearing. Unfortunately Martin had left town for a week, and I was racking my brain about where to get a set of bearings. Luckily Carlos had two brand new ones in his parts stash. Back in my neighbor's driveway he pulled the steering knuckle the same evening and the next day ground the old bearing off the stub axle. At first Carlos wanted to use the big hammer to install the new bearings - instead I took him and the parts to a shop and we had the bearings pressed in. Now the car should be ready to take the two up to Alaska!

Following your dream is easy, say Carlos and Samanta. All it takes is some effort - and sometimes a little help from friends and strangers! If you want to support the two in their fantastic, once in a lifetime adventure, check out their website! Any donation will be gladly accepted! 🍷







# Air-5 Rallye

By Marvin McFalls

Unfortunately I wasn't able to attend this event, but I was able to get some photos from the meet so I thought I would try to do it justice. The event was promoted by the website [renault-5.net](http://www.renault-5.net). Over the years I have communicated with members of their forum. On February 25 of this year, members of the forum created a club. They named the club Air-5. In French the let "R" is pronounced "Air" so all numbered Renaults are pronounced as "Air" followed by their number.

Once the new club was created, plans were made for an inaugural meet. They decided on a touring rally and they met in the city of Orleans on May 8. By 10AM members began to arrive. There was an interesting mix of young and older Renault 5 enthusiasts. More than twenty cars took part in the event with a good collection of R5s from one first generation five with round headlamps, Many second generation models including R5 Alpines and Turbo model, and even a former police car, and a good collection of Supercinqs the final version of R5 were also represented. Finally a R17 Gordini joined the tour.

At 11AM, they started touring the French countryside. After finding a nice field to park all their cars, take some photos and break for lunch, they were back on the rally. At 5PM they arrived at their hotel.

On the morning of May 9th they drove to Romorentin. In Romorentin They visited Le Musée Matra. Matra started out as a rocket manufacturer, which they still are today. In the 1960s they started an automotive division and began to build race cars. They went on to dominate, winning three LeMans 24 hour races. At the same time they built limited production cars including the djet, 530, Bagghera, and Murena. After the Murena, Matra continued to design vehicles for other manufacturers, the most famous of these was the Renault Space, and later the Renault Avantime.

The Museum hosts car clubs on a regular basis and Club Air-5 seemed to enjoy the site. Hopefully we can begin to build a relationship with Air-5, and find a liaison to regularly report on their activities. Until then I will try to follow their activities at [www.renault-5.net](http://www.renault-5.net) and report back. ☺







Photo CBillequé  
www.renault-5.net



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# Update on the Phrog

By Greg Laws

**I**t has been several years since I last updated everyone on my progress so I thought this would be a good opportunity. The Phrog is quicker than it has ever been but the driver is fading. I occasionally let different drivers from the club take a try at the Phrog, and they typically post times two to three seconds quicker than me. I just go out for fun anymore so that doesn't bother me like it would have in my prime! Actually I'm doing quite well just to be out there behind the wheel in competition at all as I'm coming up on my ninth year of dealing with Parkinson's Disease. What makes me happy now is that the times these various drivers post would theoretically put the Phrog in at mid-pack or better at a Solo National. At least I created a potential contender out of an orphan car.

Over the years the most common questions about the Phrog are regarding the intake manifold. I'm afraid anyone interested in obtaining one is out of luck. They don't exist. I made my own and it was quite a long ordeal over several years before I felt good about the results. I finally found the perfect carburetor for it too, a Rochester 2-bbl from a 1971 Chevrolet Vega. Terrific power and mid-range torque too. The only problem is that the carb just barely fits under the hood. It would be better with a small hood scoop but the class rules don't allow for that.

Having fought the battle for better induction and won I now have to say that there is most likely a much easier way of getting to the same result or better. Switching from injection to carburetion brings all sorts of problems to the table. The in-tank fuel pump is all wrong for carburetion so it has to be re-engineered to a correct pump. The in-tank unit has to be removed and by-passed because it won't flow if not running. Then the manifold itself has to be created. Workable and reliable throttle linkage has to be developed. Then, of course, you have to do something about ignition since the stock setup is all wrong for carburetion. It's a mess.

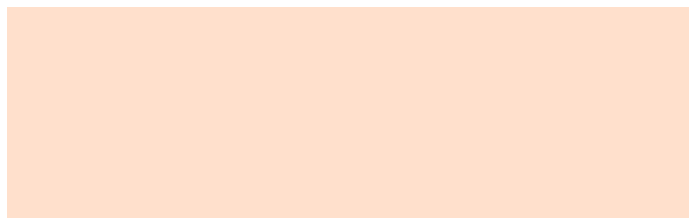
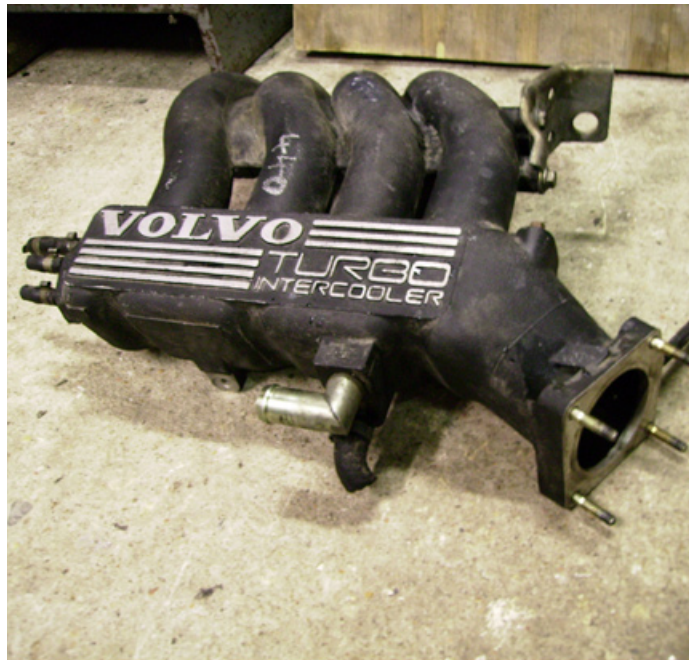
The easier way would be to use an intake manifold from a European Volvo 440 2.0L Turbo. I've attached a photo of the upper half of the one that I have under my bench. I have both halves, upper & lower. One would have to engineer a TBI injection system for it but I suspect that this wouldn't be all that hard to do for a young man who understood or who was willing to learn the ins & outs of TBI induction. I think that the stock electronic box could be used exactly as Carl Holbrook does in his road racing, by replacing the various sensors with rheostats. The manifold says "VOLVO" on top but that could be fun to blow people's minds with. Or just mill the name off. Anyway, with the long intake runners of this manifold I would expect the engine to build terrific low and mid-range torque ... perfect for accelerating hard out of the corners!

I'll never be using that Volvo manifold so if anyone might



be interested, I'd sell it to them at cost + freight. I'd have to pull the receipts to see what that cost was but it came from a salvage yard in England several years ago.

Finally, I wish to thank my sponsor "Sam the Mechanic." With his help I have been able to keep racing all these years. Please let him know that the Phrog proudly carries his name. 🍷



# Roy Smith Review: Alpine & Renault: The Sports Prototypes

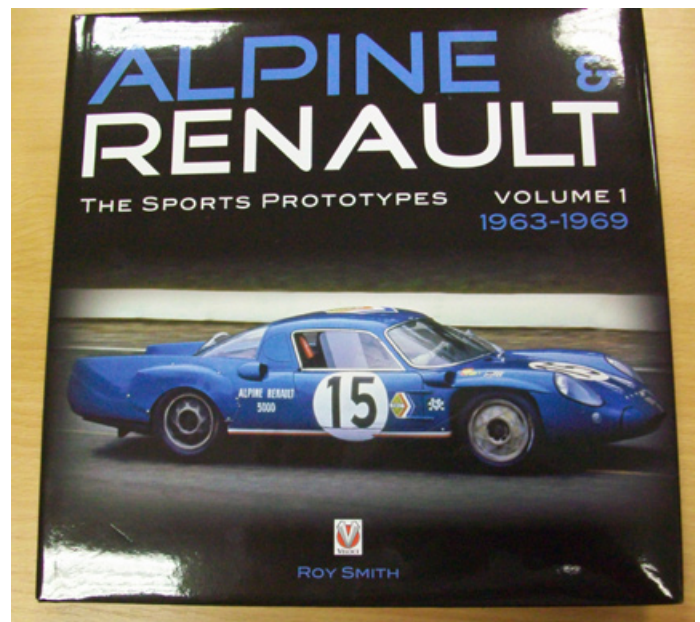
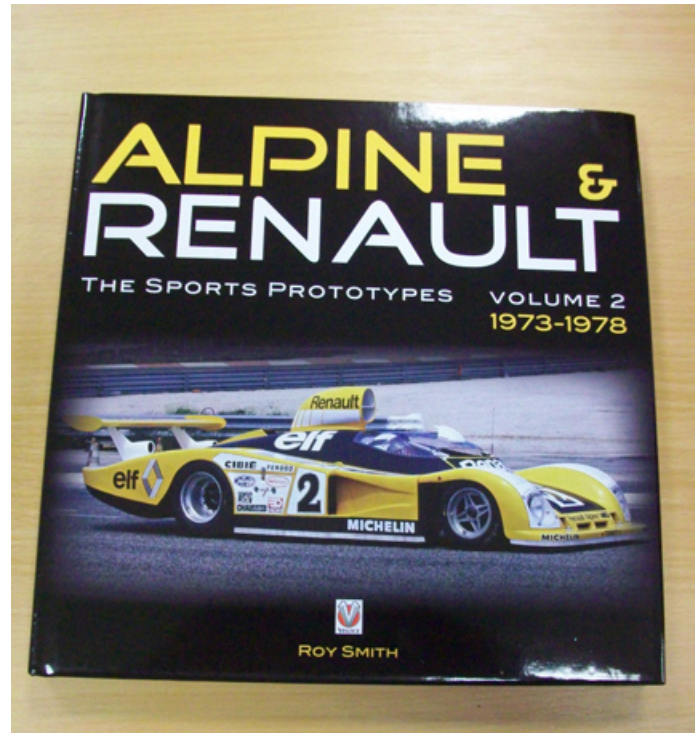
By Hector Mackenzie-Wintle

To have a major title on Alpine and Renault appear in the English language is unusual and, in this case, it is all the more remarkable, because this comprehensive work covers an aspect of those marques, which has never been addressed previously in such depth and precision, even in French. *Alpine & Renault: The Sports Prototypes 1963 to 1969* and *Alpine & Renault: The Sports Prototypes 1973 to 1978* each of which originally weight in at a hefty \$69.95. But due to a promotion by Veloce Publishing our now available at \$44.07 including free shipping thru Amazon.com for a magical work. Up front, one has to say that the price appeared daunting, but, frankly each book is worth every penny of its original asking price. At 30% off it would now have to be considered a bargain.

It is extremely unlikely that there will ever be a work to equal the overall excellence of this offering, authored by arch Renault enthusiast Roy Smith. Each impeccably produced, hardback, square format volume offers over 200 pages of profusely illustrated information and a depth of investigation, which is remarkable yet eminently readable without literary indigestion. An unusual feature is that much of the erudite text reproduces verbatim conversations, which Roy has had with personages, which read like a Who's Who of Alpine and Renault, and the anecdotes and reminiscences of such people are pertinent and revealing.

Yes, there are a few minor historical errors, but let's not be picky. This is a stellar work, which should grace the shelves of every Alpine and/or Renault enthusiast and, if you cannot locate them at your favorite specialist bookstore, such as Borders or Barnes and Noble, then go onto the website of the publisher, Veloce Publishing Limited, at [www.veloce.co.uk](http://www.veloce.co.uk) and pick up further information there.

A thoroughly recommended read. 🍷



# Vanderbilt Cup Renaults

By Marvin McFalls

**R**enault's reputation was made in the open-road races of Europe at the turn of the 20th century, in cars built and driven by Louis Renault and his brother Marcel. Even though Marcel was killed in the 1903 Paris-Madrid race and Louis quit racing, the company itself was firmly established. Competition was the most effective way to promote Renault's products and demonstrate speed and reliability. In 1905, Renault built a 12.3-liter monster for Gould Brokaw's entry into the Vanderbilt Cup on Long Island. Driven by Maurice Bernin, it did not finish, but captured the Eagle Rock, New York, hillclimb later that year.

For 1906 the ACF announced the Grand Prix de l'Automobile Club de France, the grand prize in automobile competition. Organized on a 103-kilometer circuit over public roads located east of Le Mans, it was held over two days, with six laps scheduled each day. Open to all comers, it was vital for competitive manufacturers. Renault rolled out a new, purpose-built racecar, the Type AK, powered by a giant 13-liter, four-cylinder engine with shaft drive. Driver Ferencz Szicz pulled out an immediate lead, taking the opening day well ahead of his closest competitor. He was so far ahead on the second day that he was never threatened.

The performance of Szicz in the Grand Prix and Brokaw's Renault in the Vanderbilt Cup caught the attention of William Kissam Vanderbilt. Vanderbilt, like many of his wealthy counterparts, was an early enthusiast and in 1907, he arranged for a run of sporty Renaults to be built. Patterned after the 1906 Grand Prix de l'ACF winner, they were based on the lighter Renault AI chassis with a smaller 7.4 litre engine, and built specifically for his friends. At a price of \$8500 each, these sleek, powerful, and reliable racer were ideal for an afternoon's entertainment on the smooth, banked, and protected Long Island Motor Parkway.

Vanderbilt ordered ten Vanderbilt Cup Racers and Renault delivered the cars in time for 1908 season. Renault built and eleventh car which they used for publicity. Remarkably more than one hundred years later five of these cars are still known to exist. Besides Kirk Gibson car in Harrisburg, Pennsylvania. Another fine example Formerly part of the Otis Chandler Collection. First owned by Harry Payne Whitney, Winthrop Rockefeller, Bill Harrah and Peter Kaus was sold for \$1.1 million at the Gooding & Company Auction held on October 21, 2006. Two more of these of these legendary cars are part of museum collections. One at the Owls Head Transportation Museum in Owls Head, Maine and the other in Price Museum of speed in Salt Lake City, Utah.

The final of these Vanderbilt Cup racers is named Agatha. Like the car sold at auction its first owner was Harry Payne Whitney, a cousin of Vanderbilt and heir the cotton gin fortune. It then passed to mining millionaire Robert Guggen-

heim, before coming to Britain before the First World War for Lord Kimberley, famous surgeon Sir Harold Gillies, then collector Marcus Chambers of Clapham. The value of all old racing cars collapses when they are no longer eligible for competition, and Chambers, later the motor sport manager of the British Motor Corporation (BMC), bought it at the bottom of its cycle. He advertised it in Motor Sport of August 1935 under Veteran Cars as: "1907 Sports Renault, £30 or offer."

Brothers Anthony and John Mills, named it Agatha, and when Anthony, an RAF squadron leader, was killed soon after D-Day it was sold to Charles Dunn until auctioned in 1992 to Wolfgang Auge. Wolfgang Auge, is a Renault Dealer in Germany, and while I am sure he paid considerably more than Mills Brothers, but at this point a Vanderbilt Cup racer is priceless.

These cars are the last remaining link to first ever Grand Prix winner, as it and all the other original AK model haven't been seen in nearly a century. At this point I would recommend a hard-target search for the five or six remaining Renault AI model Vanderbilt Cup racers. Starting with any old estates, garages, barns, and out buildings in the Long Island area, in an ever-widening perimeter of the Tri-State area, the Northeastern United States, North America, and the World. 🍷





# Kirk Gibson's Collection

By Marvin McFalls

**W**hen I recently discovered the story of the Vanderbilt Cup Renaults, I noticed that one was less than thirty miles from the Carlisle fairgrounds, so I decided to try to find the owner. It is owned by Kirkland Gibson of Harrisburg, Pennsylvania. After a quick internet search and one phone call I found Kirk Gibson. I told him about our upcoming event at Carlisle and we made plans to meet. I told him I had dinner plans with some of our club members Friday evening and he invited them as well.

On Friday, May 21st we made plans to have dinner near Kirk's house. The Glass Lounge restaurant was the closest and also the best known restaurant in the area. When Don McLaughlin, John Mullin and myself arrived we were soon joined by John Vogler, Sam Stucky, Dan Barton, and Brent and Joel Bartley. After enjoying a huge meal, we met up with Kirk. While I know I had told Kirk I had dinner plans, I don't think he expected eight people. Once the surprise wore off, the tour began.

Kirk has owned the Renault for more than forty years and it has been in his family for approximately 75 years. His father was the previous owner and when he decided to sell the car Kirk didn't have the money to buy it, but he worked out a deal where he would pay him an annuity for thirty years. For the last decade or so, Kirk has been the sole owner. Over the past four decades Kirk did a complete restoration on the car. In recent years He has only shown the car at a few events in Hershey and Newport.

Over the years he has tried to learn more about his car and the other Vanderbilt Cup Renaults. Unfortunately, the Vanderbilts didn't do a very good job documenting the car. While they know which car won the race, no one seems to have a list of which car serial numbers match the cars' race number. However, Kirk has been able to determine that of the five remaining cars, his car is the only one with all matching numbers, and that his car is the only one with the gear shift modified like the race winning car. So it is presumed that Kirk's car is the winner of the 1908 Vanderbilt Cup, but it hasn't yet been confirmed.

Just seeing the Renault would have been worth the 500 mile drive, but he also owns two more French Cars, an 1897 and a 1903 De Dion-Boutons. De Dion was the first manufacturer to perfect the internal combustion engine, and they actually sold more engines than all other manufactures combined prior to 1900. The first Renaults and Peugeots had De Dion-Bouton engines. The 1897 was a board track racer and Kirk has actually driven it on a vintage style track. The 1903 is an excellent example of an early sedan.

Besides the French cars he has small but rare collection of motor cycles including two NSUs, two BMWs, a Swiss Army

Condor, and a Kawasaki. If motorcycles don't interest you, how about some Detroit iron? His latest addition is a very original Model T Ford Convertible. Finally, he has an early seventies Porsche 911 Targa.

We are looking forward to the 2011 Carlisle Import Show. Kirk will be displaying and demonstrating the 1907 Renault and hopefully he will also show the the De Dion-Boutons. As nice as it was to see these beautiful cars in his barn, I can't wait to see them running! Well, one year isn't too long to wait, considering the Renault hasn't been on a race course in a century. 🏁



# RACP 2010

By Marvin McFalls

I recently was contacted by Francois Damide of Renault Alliance Club Passion. Francois lives in New York, and he has been a member of our club since the early days. He hasn't been as active in Renault the last few years but in recent months he has decided to dedicate more time to his hobby. Francois has offered to be the liaison between our club and the Alliance Club in France. I also asked Jesse Patton, our club liaison, to work with Francois on this end. Hopefully the two clubs can begin to communicate on a regular basis.

As if timing isn't everything, Renault Alliance Club Passion just had their annual meet in the town of Montelimar in the South of France. This year's event included 15 Renaults featuring various models of Alliance convertibles from 1985, 1986 and 1987 as well as several Alliance GTA convertibles and a 1987 Alliance 3-door (known in the U.S. as an Encore).

The cars made their way through the town square and finally all united in front of the City Hall for a group photo. The group then traveled to Les Amis de Camion (Camion is French for Truck), Les Amis de Camion is a restorer of Vintage and Classic Commercial Vehicles in Europe. They are into saving, restoring & rallying vintage trucks. The truck restorers, based in Montelimar were a must visit for Club Alliance Renault Passion while they were in Montelimar.

Thanks again for the great photos and we hope to get to know Renault Alliance Club Passion better in the years to come. I have invited them to take part in next year's International meet at Carlisle, Pennsylvania, where a special display of the different models of Renault Alliance will be prominently featured. ●



[www.renault-alliance-club-passion.com](http://www.renault-alliance-club-passion.com)

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# The Back Page

Club member Clayton Hoover's "Renault Plateau" *(More about this in the Fall issue)*



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