



Renault
Owners
Club of North America

Renault News

97

**Fall
2010**

Best of France & Italy 2010

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Renault Owners Club of North America

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

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US\$15 for 1 year online membership: worldwide

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

(U.S. only)

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

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

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Renew online or mail payment to:

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Hubbard, Gary	Story, Paul
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October 2010, Renewals

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Bacus, Jade	Nelson, Eric O.
Cardaciotto, Nick	Perryman, Richard
Croteau, Frank	Robinson, George
Curtis, Stanley	Snyder, Scott
Ebert, Clyde	Zimmerschied, John



1937 Simca Gordini?

By Marvin McFalls; with Roy Smith and Photos by Hisashi Masui

Whenever I visit the Lane Museum I am drawn to the little racer with Simca Gordini on the hood. However, no one has ever been able to tell me much about the car, including Jeff Lane. It is described as a 1948 Simca Mono-posto built on a 1937 Simca 500 chassis (Fiat Topolino) So with Roy Smith writing a book about Gordini I wanted to get him some photos just in case it was a one-off early racer.

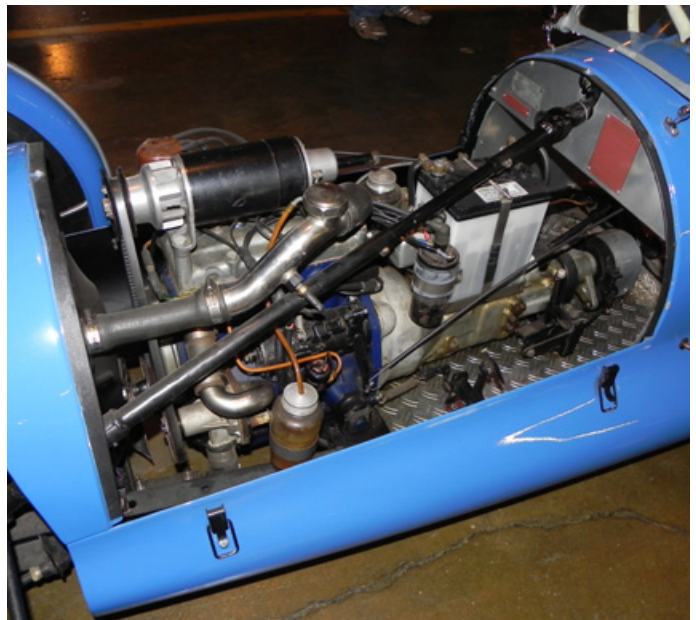
On my latest visit to the museum I spoke with David Yando, the Museum Creator and he was able to get all the serial numbers and other information they had on file, which wasn't much. We were able to find out the car was restored by Han Hartsink in the Netherlands. While restoring the car he contacted the wizard himself, Amedee Gordini, where he found the correct paint colors among other things. He attempted to keep the car as original as possible. He claimed the engine and carburetion was tweaked, raising the horsepower from 13 to 16.

Once Roy Smith was able to see the photos and check out the documentation he gave his verdict: "Interesting stuff, here is what I think - because although I have details of every Gordini from Christian Huet in Paris (who first studied Gordini in the 1980s after Gordini's death, but who knew him in the 60s and 70s) and has nearly all the documents from the Boulevard Victor premises, there is nothing that relates exactly to this particular car. So whilst I cannot be 100% sure, here is what I believe is the case to be as it stands now."

"The chassis is probably from 1936/37/38, it may be a modified SIMCA (Fiat) type as used for the SIMCA 5. I still think the telescopic shocks are later. I have no evidence of Gordini or SIMCA using such shocks pre-war. The engine, I think it is a SIMCA 560cc unit that in its day would develop no more than 20hp (and usually less) at 5000rpm. It is a side valve by the look of it. Period again 1936 to 1938."

"The body, no idea. It does not conform to anything I have seen on Gordini. That does not mean it was not created by someone (Gaby Beausser perhaps) at Gordini in that period, or by someone at SIMCA. I think it is a special, maybe by that Dutch gentleman."

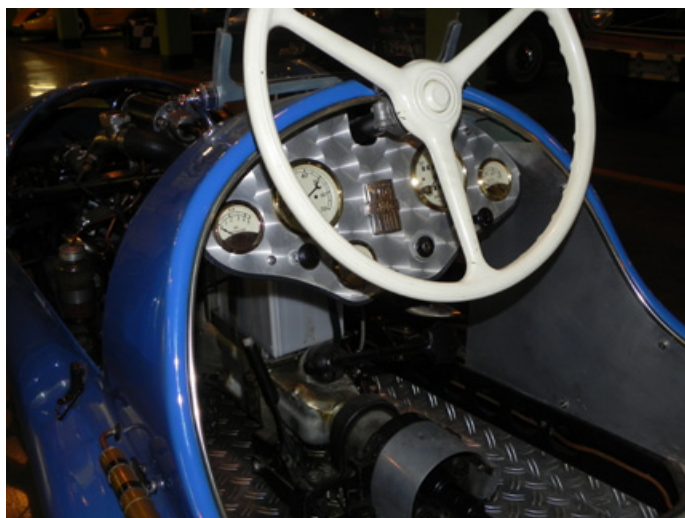
"Period 1948? By 1948 Gordini was racing cars in the Formula 2 and Formula 1 that had just been created. The cars and the chassis were all tube frames and sophisticated, yet simple for the time. Suspensions were changing and Gordini had several different designs, but telescopic shocks were not featured then. By this time side valve engines were long gone, it was OHV and even twin overhead cams were being created, so the engine in this car is obviously much earlier. As for races, neither SIMCA nor



Gordini raced a car like this in the 1940s. They had beautiful sports cars and the Formula cars were on a par pre 1950 with Maseratis, Ferraris, Cisitalias etc. If it did race at all it was in private hands, but by 1948 it would have been very slow compared to the others of the time."

"So where does that leave us? Well it looks like a SIMCA 5 engine and a SIMCA 5 Chassis. If it was restored pre 1970s then it is perfectly possible that the Dutch gentleman did have contact with Gordini himself. It's also possible the engine is correct, since Gordini did tune Simca engines in the 1930s. However many of the early Gordini cars were destroyed in the war, only a few exist. The one you have found may have survived as a chassis/engine. The design of the body I still think is what we would call a special, it is similar to the design of the 1948 9 GC that was rebodied. (The 9 GC was a full blown Type 15 racecar) However it is only similar, not the same".

For now I think for sure Jeff Lane has a SIMCA 5 chassis, it looks like 1937, but could be later. Certainly a 560cc 1938 engine with a very nice special body. Hopefully after this story maybe someone can shed some more light on the mysterious little car. For now it is a one of a kind French racer. I hope you enjoy it. 🍷



Bay to Birdwood Run 2010

By Col Redmond

My preparation for this event started three weeks beforehand. On the trip to Bordertown in my 4CV the weekend before, I noticed that the further I went the more obvious it became that I was losing power.

It was getting to be a struggle to get over hills it previously flew over; some I had to almost go back to first gear. A compression test revealed that one cylinder had no compression & the other three had not much more.

After a couple of other checks I decided to remove the cylinder head & investigate further. I found all the exhaust valves had not been seating very well despite the fact they had the correct clearances. In discussion with the people at the machine shop we came to the conclusion that the problem was the result of very worn valve guides combined with the shallow 30-degree valve seat angle.

As I had a new set of guides & valves on hand, I decided to have the head overhauled & the head face machined while they were at it. I got the head back with a week to spare & put it on the weekend before the Run & took it for a drive on the Sunday. Wow, what a difference it has made to the performance. It felt like I had a V8 under the bonnet compared to what it had been like before. It cost the best part of \$700 but it was money well spent.

The day before the Run was busy, as I had to put a new clutch cable into my Renault 17. It broke 2 weeks before and I had to get one made, as new ones are no longer available. I also replaced some leaking fuel lines. Next job was to retighten the cylinder head & reset the valve clearances on the 4CV. After that it was time to start cleaning the car for the concours at the finish of the Run. By 6.30pm I decided it was as clean as it was going to be, as I had run out of time.

Next morning, the last Sunday in September, Halinka and I were up at 6.00AM to feed the cats, dress and be on our way by 6:40 to the start at Barrett Reserve at West Beach in South Australia. Once we got there we were lined up with the other concours entries and the sight of some of them humbled me.

There were MGs, Mercedes, Morris, Ford Thunderbirds, Packards, Napier, the list goes on. I am not sure, but I think there were about 60 to 70 concours entries. All were in absolutely beautiful condition & some would have cost a small fortune to restore. In the middle of them all, though, was the best car of the lot, my Renault 4CV. In all there were over 1300 entries in the Run & all produced before 31st December 1955.

We even had a couple of pre-war models, one was a 1928 Essex & I'm not sure of the other. It looked like they have been stored in a farm shed for the last 50 or 60 years & the owners just blew the dust off them, pumped up the tires, put in some fuel and a battery and drove them to the start. They looked



great and it takes all sorts to make this event what it is.

The first vehicle left the Reserve at 9:00AM. They are the Veterans & Vintage (including a 1903 Curved dash Oldsmobile), followed by the concours entries then the Motorcycles, Classics & Commercials. It takes over 90 minutes for the entries to pass any given point along the route which is about 72 kilometers (44 miles) to the finish at the National Motor Museum at Birdwood. The weather was perfect and this contributed to the many thousands of people who lined the streets from the start all the way to the finish. It was probably the largest crowd I have seen in all the Runs & Classics that I have been in.

On Arrival at Birdwood, we collected our event plaques and were guided to the concours area. Once in place it was out with the polish rag for a quick once over to remove any bugs collected on the way and a wipe over of the floor carpet to get rid of the grass clippings picked up at the start. It was then an anxious wait for the Judges to check over each vehicle. There are a number of teams of Judges and each team is looking at certain aspects of the entry. Once each team has done their inspection, the results are sent to the Judging Committee for collating and more waiting for the 10 finalists to be announced. During this period of time the crowd inspecting the concours vehicles had swollen and every entrant was being kept busy answering questions about their cars, I just had time for a very quick lap of them & was again humbled by the quality of the cars there.

Eventually the 10 finalists were announced. They were—1931 Packard 8 40, 1949 Rover P3-75, 1938 Morris 8/40, 1914 Napier 768, 1950 MG TD, 1929 Sunbeam 20.9, 1927 Packard 433, 1928 Indian motorcycle, 1929 Indian motorcycle and surprise, surprise; my 1955 Renault 4CV. All of these vehicles were outstanding & I was over the moon at the selection of my car as it is now over 19 years since I completed its restoration. All of the finalists were then moved to a fenced off area next to the main stage for the final judging to produce the winner. The eventual winner was the 1914 Napier, which was well deserved.

I suppose that means I have some work ahead of me to improve the finish of my car & I know of a number of areas that can be improved upon. Despite all that it was a wonderful and memorable day and it's a pity more of our members don't become involved. Remember, you do not have to have a concours car to enter. Think about it, as next year's event is the Classic for vehicles from 1956 to 1978. We have a large number of Members with Citroens, Peugeots & Renaults in that era.

Since starting to write this I decided now was the time to start the improvements to my car. It is now at the upholstery shop having a new front floor carpet & Front door panels made and the sun visors refurbished. When I get it back it will be on to the other areas I have identified that need attention to improve its finish. 🍷



Best of France and Italy 2010

By Marvin McFalls

W on November 7th we made plans to return to Woodley Park for our annual meet. I guess we awoke around 6AM. Jonathan Burnette, Brent Bartley, and I packed up and waited for Jacques Lynn and Sharon Desplaines to arrived around 6:30 AM. We were running a little late and Dene and Pat Barrett arrived soon after 7AM. Now we headed down the street to Shin Yoshikawa's house where he and Hisashi Masui had been patiently waiting. I had planned to ride with Hisashi since he had never been to breakfast, but since I was riding in the slowest car, Dene and Pats 2cv, we decided to keep going as it was already 7:15 AM.

We were heading for Jerry's Deli on Ventura Boulevard. We arrived about 15 minutes after 8 AM, Dene had made great time in the little 2cv. Chris Davidson, Mike Heather, Kurt Triffet and Jim Miller were waiting for us inside. As the waitress took our drink orders we caught up with what everyone had been up to since last year.

Following a good breakfast, we made our way over to Woodley Park. Unlike last year's beautiful sunshine, this year it was a hazy Southern California day. The show was already filling up with cars; this was an average crowd, generally the better the weather the more cars we have. This year Jim brought the tent, but we forgot to bring a table so we displayed our French Flag and used the hoods of our cars to display our club literature.

Even though the weather was so-so, we had a great turnout of cars. All tolled, we had three 4cvs, two R8s, a Caravelle, one R10, and an A110 in the rear-engine department. We also had seven R5 Turbos, (including one R5 Turbo I, formerly owned by Brian and Shannon Peters from Washington D.C.) Also we had few AMC era Renaults including: a four door LeCar, one Fuego Turbo Diesel and a Renault Alliance GTA. Also Hisashi Masui drove his Talbot Matra Murena, while it is technically not a Renault, as far as the State of California is concerned it is a '73 Renault. The one car missing was my recently purchased R4. I had traveled to San Francisco earlier in the week to pick it up and drive it down to the show, but the radiator wasn't up for the trip so I had to leave it in Northern California

The best part of the show is checking out all the unique cars, but it is also fun to hang out around the booth and answer questions about the cars. During the day we had several members stop in. We had Shakib Alanoori, who had driven his nicely restored 1963 R8 from Encino. It was also nice seeing Chris Davidson who is still driving his GTA daily and is still looking for a Medallion Automatic for his wife Gloria. We also saw Larry Peacock, he didn't drive his 4cv this year but it was still nice to see him.

As usual with this show, it began to break up around 1 PM.



Shin drove his Alfa Romeo Sprint Special over to join the rest of the French. Dene and Pat left as they were heading to see Pat's sister. I started to slowly break down the display and I talked to as many members as I could over the next hour. As we began to pack up around 2 PM, we said our good-byes and Jacques, Sharon, Jonathan, Brent and myself were on the road by 2:30 PM.

On our way to the show, Sharon and Jacques had noticed a Bass Pro Shop on I-15 so we decided to stop off in Rancho Cucamonga of historic Route 66 to eat. After a great meal and checking out the store we made our way back to the freeway, however it wasn't long before we encountered an accident so we had to sit in traffic for a while. Finally, the traffic cleared out and we on our way back to San Diego. Brent and I took Sharon's 4cv and headed for the airport while Jacques, Sharo, and Jonathan returned to Sharon's house.

By 7:30 Brent and I arrived at the airport. I had a 10:30 flight that was nearly cancelled but by 11:15 they found a replacement plane and I left San Diego. By 8:30 the next morning I was back in Tennessee. Before I left Jacques invited me to come back next year, so I guess we can start making plans for the Best of France and Italy 2011. I hope you can join us. 🍷







Alpines at the Glen in 2010

By Bradford A. Stevens

It became quite clear last year at Road America when Terry and Judy Zabransky had organized their annual September ritual of trekking to Elkhart Lake, Wisconsin, that something new was about to happen.

Earlier in 2009, Mike Deak, Eric Vonwiller, and Norm Presser said they would come too! This was an extraordinary event. Terry and Judy supplied an A-110, A-310GT, and a R-5T2. Add Eric's A-310, Norm's A-310, Mike's Turbo GTA, throw in Lloyd Mathis' Alliance GTA and we had quite a display! Then Terry turns to me and says "We're coming to the Glen next year, Stevens".

Now there is a little pressure. I really would like to host an event, but the Glen is a bit rural. Yes, it is a nice track, nestled in Upstate New York, it was the home to the US Grand Prix. The track has had its ups and downs, but has managed to survive with the help of NASCAR. I am fortunate to live about an hour away. As we all know there are Alpines in the country, but we are so scattered, trying to get us together is not an easy feat. September is a busy time of the year and people have made commitments. Norm Preser said he could not make it, as he was going to Germany for his Mom's birthday. That would be a big loss for my numbers, but Eric Schneider from Maryland, who was at the Glen last year during the Vintage Races, said he would be at the Glen this year. Gary Eye from Buffalo said he would make the Friday Festival, so now I am getting confident I can get as many cars as last year.

During the spring and summer of this year, I really did not hear much from potential attendees. As the event neared it began to get shaky. Dave Hazen's A-310 has a voltage regulator problem and was waiting on parts. Mike Deak's Texas weather becomes very wet and there is wide spread flooding. As of 3 PM Wednesday, Mike had not left Austin. My white A-310GT develops a bad starting problem. My Blue car runs terrible when cold and it too, does not want to start well. Oh well, we do the best we can. At least the cars are clean and the red one runs well.

On Thursday, September 9th sometime in the very early morning, Terry and Judy left Chicago in their A-110. It was an 11 hour trip to Canandaigua. My friend Rich Speihler, helps me preposition the white A-310GT, in Watkins Glen, at my hotel. Now the clutch is acting up, maybe needs bleeding. No time to play with it, got to get back to my house and prepare the red and blue cars. Terry and Judy arrive safely in Canandaigua, so we checked them in at the Inn at the Lake and then dined at the Steamboat Landing, over-looking Canandaigua Lake. Weather forecast, not good. Dave Hazen called, and said he can't make it, as the part had not arrived. Where's Deak???

It was about 8 AM Friday morning, and Terry and Judy



show up at my house. It had rained last night but, the road was drying. I gave them a brief tour and we decide to leave for the Glen. Judy starts the A-110 and then we start our cars. The Blue 310 runs a little rough, but we are off. We get down the road a bit, the blue one quits at idle, now it is sprinkling. We push the car off the road and receive assistance from another motorist. The car fires up. We're off again. The rest of the trip is uneventful as we drive about an hour to the village of Watkins Glen.

As we pull into our special parking area, Gary Eye's beautiful A-110 is present but no Gary. We leave Judy, and Terry drives me up to Longhouse Motel, to get the pre-positioned White 310. It starts and we drive back to the parking lot. It then started raining. 5 Alpines so far, not bad. Then, Eric Vonwiller and friend Brian, roll up, number 6 car. Eric stayed in another town the night before, so he was rested from his North Carolina trip. In short order, Mike Deak drives in from Texas, virtually non-stop except to snooze a little. Mike has got to get the endurance award. 7 Alpines, all fiberglass, all shiny in the rain. Dave Hazen calls, the part arrives, but too late.

We are staged to depart at 1 PM to do 2 laps of the old circuit which goes through town, over hill and dale, over the old stone bridge and rail road tracks. Each lap is over 6 miles. The sun comes out, we clean the cars and we are off. Gary leads the pack with the blue A-110. Judy Napoleon drives the yellow A-110. Terry Zabransky is driving my Blue A-310GT, next is me in the white A-310GT, followed by Rich Speihler in my red A-310. Closely behind is Eric Vonwiller in his red with white stripes A-310, with Mike Deak in the burgundy Turbo GTA. What a sight!!! The crowd in the streets loved it.

Though the honored marque of this year was Alfa Romeo, we were quite the hit!!! We pulled back into the parking lot after our 2 laps of the old road course, and lined up some what differently. There was a little fun judging, and Terry and Judy won the Renee Duffus Award. Don't laugh; they also won a bottle of wine. The rest of the afternoon, we watch hundreds of sports cars arrive from their rallies and park in their designated areas. About 4:30 PM, around 100 race cars have left the official track and park in the streets. The crowd loves this and gets a chance to see the cars up close. Since we can't leave our parking area, we stroll through the festive crowd, and taking turns watching our cars and answering questions for the curious.

Saturday we sleep in a little late, as Friday was exhausting. We leave the hotel and during our trip through the village, the Blue car stalls on Terry and is reluctant to restart. The rest of the pack goes to the track as I do a recon looking for Terry. The Blue car starts and off we go. About a mile from the track the line begins. Stop, start, stop start, the white car now is not shifting well. I let Terry go on and I go to registration for my ticket. I get in the infield and find the group.



At first, it was just our four Alpines. We decide to see if Eric Schneider made the trip from Maryland, so exploring we went. It did not take long to find the bright yellow A-310 in the pit parking area. Eric, smiling as usual, said he would bring his car over to the infield grassy area. Now we have five. Next, Eric Vonwiller and Brian show up. We are up to six. Just a bit later Mike Deak with the Turbo GTA arrives, making 7. Lloyd Mathis and Mike come with his stunning black Alliance GTA. Gary Eye could only make Friday's event, so technically we have 8 Alpines, just 7 at each appearance.

The weather held all day. We stroll on the track and in the garage, seeing some super nice cars! We all should be that rich! After spending the day at the track, we leave for our respective hotels. Following a brief rest, we make a short drive to the Glen Motor Inn and the Montage Restaurant. Owned and operated by Vic Franzese, who also races a Can-Am car at the track, this facility overlooks beautiful Seneca Lake. Back in the heydays of the Grand Prix, this was the favorite of the European Drivers. Bob and Marcia Armitage had arranged our dinner and we had primo window seating. Bob and Marcia also purchased Glen Motor Inn hats for us. Vic came over to our table and chatted with us.

After the great meal, for which Terry and Judy picked up the tip, we relaxed in the lounge downstairs. Eric Vonwiller brought his computer and we viewed Alpines over a couple of beers. It was quite a day, Alpines, Racing, and Dinner in a classic racing restaurant.

On Sunday morning the weather was not good. We get a late start and it is sprinkling, misting, well, you get the picture. Terry, Judy and I head to the track. My wife Jan drove the Red Alpine home on Saturday evening. Eric Vonwiller and Bryan headed back to North Carolina early, as did Lloyd Mathis and his friend Mike to St. Louis, Missouri. Eric

Schneider also left for Maryland, and then there were three. Mike Desk arrives at the track, so we park together near the pavilion. The crowds were down due to the rain. In fact, a lot of the racers wrote the morning off. Why wreck a vintage race car due to a slick track? We spent a lot of time in the garage, as it was dry and watched the cars from the top of Watkins Glen suites. The excitement was waning, but the weather was better. Maybe we should leave the track early and have a good dinner? We were quite famished; we hit the salad bar and enjoyed the meal. We called it an early night as Terry and Judy were heading back to Chicago in the morning, and by noon Mike would depart.

The Numbers:

- 5400 Kilometers, round trip for Mike Deak to drive his Alpine from Texas
- 1987, the year of Lloyd Mathis' Very Shiny, Very Black, Alliance GTA.
- 1300 cc is the size of the engine in Gary Eye's beautiful blue A-110.
- 22 Hours Terry and Judy Zabransky spent driving round trip in the A-110.
- 8 Alpines attending "Alpines at the Glen in 2010"
- 5 speeds in Eric Schneider's 1979 Yellow A-110
- 3 colors of blue, white, and red Alpines by Brad Stevens
- 2 Continents on which Eric Vowiller has driven his Red Alpine A-310
- 1 Great Weekend with Alpines and Friends!!!

There are many to thank for helping me with this event. It was really great to see these beautiful cars. For 15 years, I have been doing the newsletter and this year was special to have these cars come to this famous track. It has been over 20 years since this many Alpines have gathered in the US/Canada. ☺



The Renault Plateau

By Marvin McFalls, Photos by Don McLaughlin

It is hard to believe that I first met Clayton Hoover about fifteen years ago. Back in those days anyone interested in Renault visited Katrina's Renault Center. Clayton and I became friends and he spent years trying to promote the Carlisle Import Show. About ten years ago, Carlisle Events separate the Import Tuner crowd from the show and we finally met in person. The next year he came to Tennessee and visited the Renault Farm, he then invited me to visit his collection of Renaults in Pennsylvania. Almost every year since I have returned to Carlisle, but I have never made it to Clayton's place.

Finally this year, I decided that I was going to make it to Clayton's. Don McLaughlin and I left the show early on Friday, and made the drive out to Amish country. Since Clayton has gotten married and started a family he bought a house just off the freeway. So we paid a visit to his new house first. He has moved four of his LeCars into his garage. He still has the Silver Sport model he used to bring to Carlisle every year, and he has added a Red, White, and Black Sport models in recent years.

Behind his house he also has a barn. So we had to see what was inside, it turns out he has two 1974 R17 Gordinis that he is planning to start restoring soon. While we were checking out the barn, he mentioned that it was two stories down in the basement he had another Renault to show us. Many years ago I did a story about Clayton's Renault Tractors. He had moved the smaller one over to his house. He started it up and brought it out to show it off. This one has a gasoline engine, which appears to have block similar to a Renault truck.

After the warm-up at Clayton's house, we were ready for the main event. It was about a half-hour deep in to farm country, and then straight up a steep hill. Clayton had about twenty cats waiting for our arrival. This definitely reminded me of the Renault Farm. Clayton's father is like Sam, the cats were waiting for him to come feed them. Once we made our way past the cats we were able to check out some of his cars.

Unfortunately, there have been some strong hailstorms in recent years and all of the fabric sunroofs on the LeCars and Fuegos were destroyed. In recent years he sold off all his GTAs, mainly to the Carlisle gang. He had memories about every car. He even had his first car, a Blue LeCar, that has almost completely rusted away. There were two Fuegos, one a turbo and the other 2.2 that looked like they might have some life left in them. However they are going to need some work. Hopefully I found a new home for the Turbo.

Before we left we had to check out the other Renault Tractor. This one was much larger and has a diesel engine. Clayton had hoped to restore it, but he didn't have much luck finding parts. However the engine still runs and he starts it



up from time to time. He bought it at a local auction. He said that to outbid an Amish farmer, it's difficult because they like European tractors.

Well, I am sure we could have stayed for a few more hours or days, it is always good to see Clayton. I am glad to have finally visited the Renault Plateau, I guess I can check that one off my list of things to do. If you should ever get invited it is worth the drive. Hopefully we will see Clayton make it back to Carlisle next year. 🍷



Route 66 Tour

By Marvin McFalls

Back in 2009 when the Microcar Worldmeet was announced, Larry Newberry of Knoxville, Tennessee began organizing a rally of cars less than 500cc. "Everybody said I'd lost my mind," Newberry said. "Of course, that just added fuel to the fire, so I had to do it." On August 8th, the rally of eight tiny vintage cars, which included two Goggomobils, three Vespa 400s, two Fiat 500s and a BMW Isetta left Santa Monica pier down historic Route 66.

With an average speed of 45 mph, they planned to drive ten to twelve hours per day. The first few days had to be the toughest, fighting the 100+ degree temp of the Mohave desert. They had their first major breakdown in Kingman, AZ. One of the Vespas broke down first. The gentleman who built that engine put the pistons in backwards and it caused a catastrophic failure, "we ended up having to tear a motor down and completely rebuild it," said Larry

Once the Vespa was repaired it was time for the big climb. Traveling to Flagstaff, Arizona isn't difficult in a modern car, but in cars less than 500cc it is nearly impossible. Basically the elevation changes from around 3000 feet of altitude to 7000 feet in a twelve mile climb. The good news is as you climb the air temp drops, and all eight cars made the summit. With this climb behind them they continued the trek across the high desert without anymore major mechanical issues.

By the time they made it to Oklahoma the road became nearly impassible as it hasn't been regularly maintained since the 1960s. By the time they entered Missouri the roads had improved but not the luck of one of the Fiat 500s, whose transaxle blew up near Joplin, MO. Fortunately, the owner lived not too far away, in Kansas City, and a family member quickly delivered a replacement. "We did all the repairs at night and drove during the day," Larry said. "So there were several nights I didn't get any sleep."

Besides the two major breakdowns there were a few other scares. Jeff Lane's Fiat 500 fuel line came lose sparying fuel on the hot exhaust, but luckily there was no fire. Also one of the Vespas that had been converted to modern Geo Metro, Suzuki engine lost its ability to rev up. But with a five speed gearbox even at idle he could keep up with the others. Twelve days after leaving California the Microcars arrived at Navy Pier in Chicago, having traveled 2600 miles.

The most impressive vehicle on the entire journey had to be the 1962 Goggomobil pickup truck brought from Germany to the Port of Los Angeles before the event. During the entire trip the truck required no repairs. For Uwe Staufenberg the owner "It was the dream of a life-



time. "Even in Germany, people dream about doing Route 66 in a classic car." Staufenberg, who sells microcar parts online, gained an interest in the tiny vehicles at a young age, when they were commonplace in Europe.

Once they completed Route 66 they made the long drive of 40 miles to Crystal Lake, IL for the Microcar Worldmeet. After the long drive Larry said, "I look forward to sleeping on a regular basis once again. When asked if he would ever do it again, he said, "plans are already underway for a drive from Knoxville to Costa Rica."

Congratulations to Larry and all the other participants. I have never heard of cars of this small size traveling so far. I definitely believe the Goggomobil truck had to set some kind of record, at only 250cc it was quite an accomplishment. 🍷



Shopping for Renaults in Detroit

By Marvin McFalls

During the winter months there aren't any significant shows to attend, so during this time I spend a lot of time reading. One day I opened Hemmings Motor News and saw an ad for an upcoming RM auction in Detroit. Generally I scan right thru any auction in Detroit because it is usually American cars, but this one was different. Well not exactly it did feature mainly American cars, but along with all the Corvettes, Mustangs and Camaros, they were offering the first AMC Renault Alliance ever built. After a little research I determined that the Walter P Chrysler collection was liquidating some of their assets. While I never determined if this was a forced sale by their stock holder the US government, or if it was self imposed.

So as the weeks went by I began making plans to attend the auction, in the meantime several Renaults began to pop up for sale in the Detroit area. As I always have people calling me about Renaults, two customers asked me to investigate cars for them. One was a Fuego Turbo and the other was four-door Alliance similar to the one being auctioned. As it turned out a second Fuego Turbo also came up for sale so I decided to check it out. So on the weekend of April 24th and 25th, I was off to Detroit. I first traveled to Ohio to meet up with Brent Bartley who was also interested in seeing the first ever Alliance as well as some of the other cars be auctioned off. So off we went, we even brought a trailer with us just in case we were able to buy more than one vehicle.

Our first stop was to visit the Fuego Turbo. The current owner was nearly impossible to communicate with, so we had to go see the car for ourselves. Once we were there we determined the car wasn't nearly as nice as the owner had described it, off we went to the main event. The RM auction was held at the Rock Financial Showplace, in Novi, Michigan. When we arrived the auction was just getting started they were selling some beautiful gas pumps, and other automotive memorabilia. By the time we were able to get registered and get our bidder number they had also sold some vintage and replica motorcycles.

As the cars started to roll across the block it became apparent that many of these cars were selling for less than they were worth. Generally, at these auction half or more of the cars do not meet reserve and bidding is stopped. They then let crowd know what the car can be bought for, or will put a price on the windshield. On this day many of the sellers were removing the reserve and allowing the cars to be sold for sometimes \$10,000 or even \$20,000 below their value. In my mind this was wonderful news, If they weren't paying retail for quality cars, I figured they wouldn't give anything for cars that have been sitting for 25 years or more.



Boy was I wrong. It didn't take long to see what the Chrysler collection cars would bring. The first car on the line was 1966 AMC Marlin, possibly the best restored car in the collection. When the car sold for \$33,000 I was shocked. That was just the beginning the next car I was interested in was a Jeep Comanche pick-up. This was a one of a kind the had actually been raced at the Bonneville Salt Flats. Various parts had been stripped from this car over the years, and it hadn't run in nearly 30 years. It brought \$8,000. The next car was even stranger. It was 1904 Rambler. No telling what decade this car last ran. It brought \$65,000! They continued with the theme selling a 1904 Overland for \$37,500.

As they began selling some of the newer models prices still remained high, but I was hopeful we might still be able to buy the Renault. A few minutes before the Renault sold, I caught a glimpse of one of the other bidders shirt. He had a Lane Motor Museum logo, so I figured there was probably no way I would get the car. As bidding began at \$1000 I thought maybe it won't go to high. But as it turned out there was a third bidder sitting behind us and it didn't take long before the car was up over \$4000. This was more than I was willing to pay so I let the other two bidders fight it out. By the time they were done the car fetched an impressive \$5400. With a ten percent buyers premium the car cost just under \$6000. With about \$1500 in repairs the new owner would have a brand new 1983 Alliance probably a little more than what it would have cost new. The winning bidder was in the party with the Lane shirt on so hopefully the car will still be coming to Tennessee.

With the disappointment of the Auction Brent and I loaded up and decided to check out our second Fuego Turbo of the day. This car was a little more promising than the last and the owner Bill was happy to see us. As it turned out most people have seen this Fuego. It is the red car used in all the original advertisements. Bill was an engineer at AMC in Detroit and he bought the car from the Marketing Department when they were done with it. He had blown a head gasket back in the mid 1980s when the car had less than 25,000 miles on the clock. The car had beautiful leather interior, but in recent years Bill had the car outside and it had two minor incidents one with lawn tractor in the rear quarter, and the other involved cutting a whole in a perfect convertible top to steal a cassette player? I made Bill what I thought was a fair offer, but the car had too much sentimental value so he turned me down. However before we left Bill did tell a few stories about his AMC days, so the trip was well worth it.

Now it was off to our final stop in the motor city. Dennis Ciaky was selling his mother-in-laws four-door Alliance. She had passed on recently, and the car was a low mileage four-door in need of a home. When I called him, he told me there was another interested buyer coming to look at the car. My customer had told me he would be

interested in the car if it had a manual transmission. So I had e-mailed Dennis a few days before leaving, and asked him if the car was an automatic or a manual transmission? He sent me a one word reply, manual. So off we went to Dennis' house. When we arrived Dennis was showing the car to a young man name Mike.

I started looking at the car and was very pleased after the two Fuegos I had already looked at. Next thing I know Brent mentions its and Automatic. I looked at Dennis and told him he just lost one potential buyer. So I somehow became an advocate for the car and basically sold the car to Mike. Unfortunately I didn't receive a commission. However since then I have heard from Mike. He has made several of the repairs I recommended and is happy with car. It is running pretty good and he is driving it regularly. I gave him some additional pointers and hopefully he will have it in tip top shape very soon.

Even though I went 0 for 4 on my visit to Detroit, overall it was a good experience. Even though I took the collar, it was nice to get out of town for a couple day and hang out with Brent and meet some interesting people. It has been a long time since I have been able to ride around town and see four different Renaults for sale, even though the town was 500 miles away. I am sure it won't be to long before I am back on the trail hunting for Renaults. Hopefully I can improve my average. 🍀



Update on "The Little One"

By Marvin McFalls

In the past week Steven Weinberg completed the North American Leg of his trip. I thought this would be a good opportunity to update his progress. He broke down the North American Leg into four segments. In each segment he had a companion join him.

The first leg; From New York (NY) to Winter Park (CO), 4054 km in 17 days (average: 238 km/day) he was joined by Anna Luijten, a twenty year old former student of Steven's. The next leg from Winter Park (CO) to San Jose (CA), 4539 km in 23 days (average: 197 km/day) he was joined by Marie-Xavier Lassauzet. Marie is also his companion back home in Luxembourg, and she joined him on this leg of journey. She would have liked to join him for the entire trip but she still works.

On the next segment of the journey from San Francisco (CA) to Vancouver (BC), 2353 km in 13 days (average: 181 km/day) he was joined by childhood friend Jaap van Poelgeest who he had travelled with when they were young. I guess he figured it was time for another trip. Finally Steven was joined by Anne-Marie Vasseur, a friend who had the same passion for Alaska that Steven had. They travelled From Vancouver (BC) to Anchorage (AK), 5463 km in 27 days (average: 202 km/day).

After covering more than 16000 km(10,000 miles) on the road. While Anne-Marie prepared her luggage for her return trip, Steven went to the agent who was handling the transportation of the "Little One" to Japan by China Airlines. Two problems had to be solved. First, he had to obtain a document stating that the car, classified as "dangerous goods", is cleared for air transport. Then there was a customs problem: he could not export a vehicle that has not been imported.

He was stuck in Anchorage! He had to battle with Lynden International, his transport agents, who had to battle in turn with China Airlines, with Transport Security Administration and with US Customs... The bureaucratic conundrum being: how to export a vehicle that clearly is not American, when one doesn't have a written proof of it being imported properly on US soil? Each day there were papers to be filled out, and documents to show. The wheels of the United States Government Administration turn slowly and sluggishly.

After five days he finally received his export documents and was told to deliver his car to have it placed on a pallet. Steven couldn't believe they were going to put his car on wooden pallet, but when he arrived at the terminal sure enough it was placed on a pallet that could have held two or maybe three 4cvs. So on October 7th the first leg of the trip around the world concluded. Steven and "The Little One" will pick up the drive in November in Tokyo Japan.

If you want to continue to follow Steven's travel you can visit his website: www.weinberg.lu it is available in French



Crazy! "Little One" in Death Valley, outside temperature 113°F, inside... even more!



Earthquake in San Francisco? No, just a tilted camera!



"Little One" meets Harry & Shirley Blackstaff's Züst of 1908 New York to Paris race in Ladysmith, BC.

or English. Hopefully Steven will continue to send us photos from his travels and we can do an update once he completes his voyage.

2nd leg, Asia (November-December 2010)

Yokohama - Tokyo - Toyama - Vladivostok - East Siberia - Dalnerechensk - Khabarovsk - Birobidzhan - Obluche - Svobodnyi - Mogocha - Chita - Khilok - Ulan-Ude - Irkoutsk - Tulun - Kansk - Krasnoyarsk - Tomsk - Novosibirsk - Barabinsk - Omsk - Ishim - Tyumen - Yekaterinburg. 🇷🇺



"Little One" above Salmon Glacier, Alaska.



"Little One" and Northern lights on Arctic Circle, Alaska.

Classic Le Mans 2010

By Roy Smith, reporting from Le Mans July 2010

This was the fifth edition of this fabulous event held on the circuit of La Sarthe just South of the city of Le Mans in northern central France. Le Mans of course since 1923 has a magic of its own and is always supported by the factory team museums. This time it was Porsche who were celebrating their 40th anniversary of their first victory at the Le Mans 24 hours.

The 13km Circuit is used for this event which has a non stop 24 hour programme. The classes of the cars are split into 6 "plateaus" – (Grids). Each one practices in daytime and at night and in the race they take part in their own "plateau" 3 times day and night. 96,000 spectators attended in very hot conditions to see 460 cars and 1000 drivers take to the track. 41 of those cars had competed in period.

For Renault enthusiasts there was the sight of 4 stunning cars. The Chassis 1701 Alpine the very first sports racing prototype from the company of Jean Redele dating from 1963 it was engineered by the Japanese team of Hitoshi Kato, Kiyoshi Misaki and Kazuo Fujita.

In the pit lane the fabulous restored M63 looked completely at home. I asked a Japanese mechanic if he spoke English; he said, perfectly and with a wry smile, "No, only Japanese!", but he went on to confirm that his car was now powered by the later 1470 A210 engine. The second car in this "plateau" was the beautiful recently restored by Jean-Louis Le Tohic's team at Flins, M65 ; this was the first of the new-chassis Richard Bouleau/Marcel Hubert cars and the last that was created with Bernard Boyer. The design was carried forward to become the successful A210 of '66 to '69. It was driven by Jean Ragnotti and Alain Serpaggi.

Jean Ragnotti did the first stint on the Friday and as I waited in the pit with the Histoire & Collection team there were smiles all round and pats on the back for Jean-Louis when Jean jumped out as he handed over to Alain Serpaggi and came over to talk. I asked if he enjoyed the new car; he beamed and chatted away, extolling its virtues, for several minutes.

The third car racing was the Fabulous A220 of Sylvain Stepak and Jean -Luc Blanchemain its V8 roaring round the famous circuit. The fourth car was also from the Stepak stable and was the 1966 Alpine A210 to be driven by Henri Stepak and Francois Bourdin. The racing results of the Renault Gordini powered cars were interesting, too, with all the Alpines performing well. This is how they finished:

(continued on next page)



Index of Performance

Plateau 4

Pos	#Drivers	Vehicle	Time	Coeff	Time	Difference
17	Ragnotti/Serpaggi	Alpine M65	2.34.35.00	1	2.34.35.007	33.09.139
51	Kato/Misaki/Fujita	Alpine M63	3.37.02.549	.95	3.26.11.422	1.24.45.554

Plateau 5

6	29	STEPAK	Alpine A 220	2:25:45.727	1.2	2:54:54.872	12:06.644
42	58	STEPAK /BOURDIN	ALPINE 210	3:35:33.32	1.1	3:57:06.662	1:14:18.434
				3:35:33.329			

Scratch Overall Positions

Plateau 4

POS	Drivers	Vehicle	Laps	Time	Difference
17	Ragnotti/Serpaggi	Alpine M65	24	2.18.26.469	2.11.947
51	Kato/Misaki/Fujita	Alpine M63	95	3.04.08.183	39.52.395

Plateau 5

5	Stepak	Alpine A220	30	2.25.45.727	7.27.081
44	Stepak/Bourdin	Alpine A210	19	2.35.10.193	7.20.134

It's clear that all the teams did pretty well, with the well-sorted and regularly seen A220 of Sylvain Stepak doing exceptionally well. I could go on about the other cars competing, but I'll get told off if I start talking about Ferraris, Mercedes or Alfas. But before we depart completely from the 2010 edition there is the Little Big Le Mans - miniature cars, little people and a wonderful smiley spectacle. Finally we must not forget the many hundreds of Renault and Alpine cars that appeared in the specially set aside car parking area as the reader can see in the picture this was a huge showing. Heres to the next edition in 2012. ☺



World Meet 2010

By Marvin McFalls

Back in the fall of 2008 I received a press release from Ken and Sylvia Weger. Ken is a long time member of the Renault club, and at the time he was in the process of opening his micro car museum. In conjunction with opening, he decided to sponsor this event. Back in 2006 they had a national meet in Crystal Lake and it was well attended. A few weeks later they traveled to Europe for a meet, and there the idea of hosting and international meet was born.

Microcar manufacturers' names will send you deep into the Encyclopedia of the Motorcar, with multiple entries for short-lived micro manufacturers working in the 1940s, '50s and early '60s. Bantam, Berkeley, Bond, Corbin, Crosley, Cyclops, DKW, Freeway, Goggomobile, Goliath, Heinkel, Kleinschnittger, Invacar, Iso, KV, Messerschmitt, Peel, Reliant, Rolux, Steyr-Puch, Victoria, Vellorex and Zundapp are mostly memories today.

Microcars are usually powered by under-500-cc, air-cooled two-stroke engines adapted from scooters and motorcycles. Minicars are more substantial, powered by engines from 500 cc to 1,000 cc, which are often water cooled. For this event they opened it up to cars up 1600cc to include the Nash Metropolitans which have been a staple at Microcar national meets for years. Generally these meets are only open to cars under 1000ccs, which only allows for a few Renault models. In years past we have had 4cvs, Dauphines, early Caravelles and R8s at these meets. This meet was open to later models like the R12, Fuego and others with 1.6 litre engines. I was very excited about this news and immediately contacted Ken to commit.

Over the next year and a half, I let everyone know about the meet that I could. Many people wanted to attend, but as the event neared we had many cancellations and several members still attended, without their cars. On Friday morning, 12:01 AM to be exact, I left from work on my way to Indianapolis. I arrived before dawn in my Renault Supercing and had some breakfast. Then I tried to rest for a few hours until Brent Bartley arrived. Brent was towing his 1966 Caravelle. We were soon back on the road and arrived in Crystal Lake by 11:00 AM.

We unloaded Brent's car and decided to take it for a little drive to Wisconsin. Unfortunately Brent's car hadn't been driven regularly by its previous owner and we made it about half way to our destination before we encountered problems. At first the car didn't want to start, then it shot the fuel line out of the carburetor dumping gas on the manifold. We pushed the brass fitting back up in the carburetor and drove it to the nearest shop. Once there we borrowed a hammer and made sure the fitting was back in the car. So we decided to go back to Crystal Lake, but the car decided to quit on us one more time. It appeared the no name fuel pump was taking spells of working and not working. We finally made it



back to the meet.

When we returned, club member Lloyd Mathis was doing a tech session on fellow member Larry Claypool's Sunbeam Imp. Lloyd was demonstrating the right way to do this often intimidating task of removal, replacement and sealing a windshield. Larry's car was badly in need of this and it took Lloyd nearly two hours to complete the installation. However it came out great, and Larry was very pleased and everyone who attended walked away knowing more about windshield installations. One of our Renault friends, Joe Wagner, unfortunately wasn't able to get his car ready in time for the show but he still expressed interest in the session and wondered if anyone had recorded it.

With all our work completed setting up the club display, we headed over to the hotel to visit with the conquering heroes, the Route 66 drivers. Larry Newberry, Jeff Lane, Uwe Staufenburg, and a few other members of the group were sitting in the lobby. We enjoyed a few tales as we waited on the Mathis family. Lloyd was joined by his dad Donald and his brother Shawn. We all headed over to Woodstock, Illinois for dinner with Yves Boode. Yves is a longtime Alpine enthusiast and racer. He has attended every event we have had in the Chicago area.

We arrived at Yves' shop and were soon joined by Phil Ross, another club member that came to the meet without his Renault. Yves and his partner Rich Range gave us a tour of his shop. Meanwhile his wife Deb was getting everything ready. Once we drooled on all the beautiful cars in his shop including a rare Alpine racer, we sat down for some delicious hamburgers and brats. While we enjoyed our meal and the sun began to set, the heat from the grill had attracted thousands of mosquitoes, thankfully all of them weren't hungry or we might have had to pay a visit to the hospital for a transfusion. Unfortunately, the uninvited guests ruined our party. We thanked Yves for the hospitality and we looked forward to seeing him at the show.

All the way back to Crystal Lake it rained, so we worried what the weather would be like the next morning. It was only a matter of seconds after my head hit the pillow until I was out. I had not slept in a day and a half and I made up for lost time. I awoke early the next morning; Phil was having breakfast with some NSU club members when I joined him. I was happy to see the rain had ended, and we made our way to the show. We spent the next hour detailing the cars. Then we decided to check out the show. There were more than three hundred cars displayed on the field, plus an exhibit of cars from the Volo Auto Museum inside.

As we made our tour of the field we were joined by another Renault. This is a one of a kind R11 from the James Bond movie *A View to a Kill*. This particular car was used in several stunts including: driving on top of a double decker bus and have the roof cut off by driving under a semi trailer. Recently Larry Claypool replaced the engine in the car and Doug Redenius of the Ian Fleming Collection proudly displayed the car.



By the time we checked out all the cars I received a call from Renault Owners Jason and Rhonda Best. They had driven down in Jason's Renault Fuego. Jason had bought the car from me back in the winter and it was nice to see her again. We had hoped Rhonda would drive her Alliance Convertible but the rain the night before had spotted it up and they didn't have time to re clean it.

The next couple to arrive was Dave and Karen DaVaney. They live in Portage, Indiana and Dave has driven his Canary yellow R12 to many meets in the past. He would have brought it to this show but it was disassembled for repainting. Dave's dad was the original owner and he plans to keep in the family for as long as he can.

As the afternoon continued we met more members and even signed up a few new members. The day went by so fast, it wasn't long before the banquet dinner. Brent, Phil, and I represented the Renault Club, and I came close to winning the award for furthest driven direct route but that went to Michael Harrell who drove more than 2000 miles from Shoreline, WA in an MG Metro towing a KV Mini. It made my little 2000 kilometer trek from the Port of New Orleans seem insignificant.

Following the banquet we returned to the hotel where we looked at the photos from the day's event. Then we moved outside with many of the other participants where we sampled different beers from Eastern Europe, then somehow I found myself in a Tequila drinking contest that I would regret then next day. Anyway, after Brent and Lloyd helped me to

bed, I awoke late the next morning and dragged myself down to the show.

It was a slow start both for me and for the number of cars on the show field. Business picked up when Terry and Judy Zabransky arrived in their Alpine A110. It wasn't long before a movie scout dropped by. He said he was working on the new Ron Howard movie and wanted to use Terry and Judy's car. Once I rounded up the Zabransky's they exchanged info so hopefully we will see their car on the big screen soon. Also Yves and Jan stopped by to visit.

The Renault tent was busy for the rest of the morning and early afternoon. John Smallshaw, another local Renault enthusiast dropped by for a visit as well as Pat (last name unknown). Pat was a Renault mechanic back in the AMC years and he still owns a nice 1985 Fuego that needs a new home. Then Matra dJet owners from Florida stopped by. It was a Renault enthusiasts free for all.

By 2PM the crowd started to thin out, so Brent and I tore down the tent and display and then loaded up his Caravelle. By 3:30PM we were back on the road heading for Ohio. We arrived in Dayton shortly before 11:00PM. After a good night's rest we unloaded the Caravelle and I headed back to Tennessee. I arrived just in time to go back to work. Needless to say I had made the most of my three days off. We look forward to next year's Microcar National meet and hope many of our microcar friend will join us for our International French car meet at the Carlisle Import show next May. 🍷

AWARD	Car #	Owner	City/State	Car
Best of Show	145	Larry + Anita Garber	Mentor, OH	1938 Bantam Roadster
2nd Place Overall Show	72	Brad Swiggart	Lincoln, NE	1966 Wolseley Hornet "Heinz 57"
Most Unique Microcar	207	Craig Heavenridge	Hartford City, IN	1982 Bearcub Commuter
Most Unique Minicar	5	Kenny Robins	Cary, IL	1951 Crosley Good Humor Truck
Most Original	51	Bob Poprawski	Prospect Heights, IL	1968 Velorex
Furthest Travelled	105	Uwe Staufenberg + The Route 66 Gang	Berlin, Germany	1962 Goggomobil Transporter Pickup
Furthest Driven Direct Route	30 + 31	Michael Harrell + Bruce Harrell	Shoreline, WA (2090 miles)	1980 KV Mini + 1982 MG Metro
Hard Luck Award	N/A	Ian Hellings	Momence, IL	Truckload of Invalid cars damaged on route to the World Meet
Best Engine	2	David Brower	Wake Forest, NC	1968 Isetta
Best Paint Job	40	Mac Jones	Somerville, TN	1955 Messerschmitt



The Back Page

Best Renault Photo from Alaska.

In 2010 we had three Renaults visit Alaska. First it was Carlos and Samanta in the R12 from Argentina, then it was Jonathan Burnette in his Dauphine and finally Steven Weinberg in "Little One". However, in my opinion the best photo of a Renault came to me from Larry Claypool. A friend of Larry's visited Seward, Alaska and snapped this shot. You just don't see an Alliance on a pole everyday. —*Marvin McFalls*



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