

# Renault News

**98**  
**Winter**  
**2011**

## Lane Auto Museum Rally



### In this Issue

New Members .....	3	Around the World in a 4CV .....	19
Treasurer's Report .....	3	Smile Car .....	20
Return to the Lane .....	4	R8 Gordini Restoration .....	21
Lane Motor Rally .....	6	Oldie But Goodie .....	22
New Florida .....	11	Jesse's Corner .....	25
Renault DeZir. ....	12	Roy Smith Award .....	26
R4 Turns 50 .....	15	2011 Alliance Club Passion Meet .....	27
Ode to the Rusty Encore .....	16		

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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. This newsletter is not an official publication of Renault USA or Régie des Usines Renault. Permission to reprint original material is granted to any non-profit membership publication on a single-use basis if full credit is given to the author. Originally published items become property of the club.

## New Members

US\$15 for 1 year online membership: worldwide

US\$25 for 1 year postal membership: (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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**Issues 1 to 57 only \$7**

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Ketchpaw, William	Weinberg, Steven
Lardani, Anthony	

## Treasurer's Report

January 1, 2010 To June 30, 2010

Beginning Balance:		Reimbursements (members)	50.00
Checking Account	539.90	Total	3230.43
Savings Account	4556.83	Misc. Expenses	25.00
Total	5096.73	Ending Balance:	
Income:		Checking Account	518.42
Postal Dues	894.18	Savings Account	4013.71
PayPal Dues	1830.97	Total	4532.13
Advertising	100.00	Income Less Outlay	
Interest Income	5.24		-564.60
Total	2730.39	Ending Balance Less Beginning Balance	-564.60
Outlay:			
Postage	267.65		
Website	1990.00		
Newsletter Printing	962.34		

Sharon Desplaines, Treasurer

# Return to the Lane

By Marvin McFalls; Photos by Hisashi Masui

For me going to the Lane Motor Museum is like being a kid in a candy store, but you can use your favorite cliché. Since before the museum opened, I have tried to stop in for a visit every time I pass thru Nashville. Back in the summer my good friend Shin Yoshikawa called me about a visit to Nashville. Nissan was celebrating the 40th Anniversary of the Z car.

I have always told Shin if he visited Nashville I would take him for a visit to the Lane Museum, so we made plans to meet during his trip. However, as his visit neared, a conflict arose and Shin wasn't able to attend, so in his place he sent another good friend of mine, Hisashi Masui. Back in 2007, I introduced the two at the Best of France and Italy. At the time, both were driving their Matra Murenas, and being that they are possibly the only two French Car enthusiasts I know from Japan you could say it was a serendipitous chance encounter.

Since then, the two have become very good friends and Shin has passed on some of his journalist duties to Hisashi. For his visit, Hisashi was representing Nostalgic Hero, a Japanese magazine devoted to vintage cars. When I spoke with Jeff Lane, he was very excited. He had subscribed to the magazine and was happy to see interest in the museum from so far away.

On July 30th, I met Hisashi at the airport in Nashville. We headed to the museum where we met with Vicki Garrison, the Marketing Director for the Museum. Unfortunately, Vicki had another engagement and had the Museum's curator, David Yando and Jeff Lane himself give us a guided tour. We were also joined by our local French car guy Garrett Rea. Garrett has been a long time friend and he actually introduced me to Jeff many years ago.

As the tour began, there were five of us but after a few minutes some of the guest in the museum had joined our group. When Jeff started up one of his propeller driven cars everyone joined the tour. As we completed the tour of main hall we slipped into the art gallery and lost the crowd that had assembled. In the gallery we found Jeff had a Shin Yoshikawa cut-away on the wall.

Following the art gallery we made our way to the stairs, as David unhooked the chain I became excited. We were entering the basement, my favorite part of the Lane Motor Museum. Down in the basement is where the cars that aren't on display are kept, as well as cars waiting to undergo repairs and restoration. This is where some of the more unique vehicles are housed. We even visited a part of the basement I had never been in before. This area is currently used for the storage of the Nissan collection.

Before going back up stairs we went out back, and





checked out the LARC LX Amphibious vehicle. Built in 1959, it is the largest vehicle in the Lane collection and was used to transport tanks and deuce and half trucks and whatever else the military needed to move from sea to shore. Each year they have a fun day at the museum where they crush an old car with the LARC

Next we visited the restoration shop where all the magic happens. Jeff's team does a great job of restoring cars. Over the years they have done many classics and even fiberglass race cars. Our visit continued to the library. This was another part of the museum I didn't know existed, but I hope to spend a lot of time there during future trips. The staff was rearranging the periodicals, but I was nearly drooling to tear into them.

We finished the tour in the lobby and as Hisashi checked out the gift shop, Jeff, Garrett, and I talked about the old times, and made plans for the upcoming World Microcar meet. As the museum was about to close, we thanked Jeff and David for the best tour ever. Hisashi, Garrett, and I made the final stop of the tour on our own. We visited the parking garage. This is where the rest of the larger vehicles are stored as well as where many of the patrons park their vehicles. There is always something interesting in the garage.

As we finished the garage tour we said good-bye to Garrett and headed out for something to eat. Hisashi wanted a traditional Southern meal, so we had a combination of barbeque and fried chicken. After a nice meal and conversation we returned to the airport so Hisashi could pick-up his rental car for the drive to Franklin and the Z car anniversary, and I returned to Knoxville.

It was quite a fun day and it made a great story for Nostalgic Hero. I hope you will make plans to visit the Lane Museum next time you are in Nashville, it is well worth the trip. 🍷

*Read about the 1937 blue Simca pictured above in our last issue - Fall 2010*





# Rally for the Lane

By Marvin McFalls; photos by Andrew Duthie, David Yando, Lane Staff

In the past the Lane Museum has hosted an annual micro car cruise. Members and guest would drive their micro-cars to Riverbluff Park in Ashland City. Inspired by the success of cruise the museum staff came up with the idea of a rally. The museum selected 31 cars from its collection that participants were able purchase the right to drive on the rally. All the procedes from the Rally would benefit the museum. Four of the cars available to drive were Renaults. There was an R4, Alpine A310, Sport Spider, and Megane Renault Sport.

The week before the rally, Mike Deak came to town for a visit. He was driving his Alpine GTA V6 Turbo. Mike has attempted to visit the Lane Museum several times in the past few years, but each time he arrived, the museum was closed. So we began to make plans to visit. I contacted Vicki Garrison at the museum to try to arrange a tour, but they were very busy planning the rally. Then we discussed the options for the rally. As it turned out, the Renault Megane Sport was still available to drive in the Rally. We discussed the opportunity and reluctantly decided not to participate.

On Friday, Mike finally made his first visit to the museum. Seeing the Megane RS in person must have made an impression on him, as he was leaving Nashville on his way home to Texas, he literally turned around and returned to the museum. He decided that he couldn't leave without driving the car and participating in the rally. He called me to tell me the news and invite me to be his co-pilot. Unfortunately, I had already committed to another event and was extremely disappointed to not be able to take part in the rally.

So on Saturday, September 25 the first annual Rally for the Lane began. Of the 31 cars offered, 19 were purchased. Included in the nineteen were the Renault 4, Sport Spider, and Megane RS driven by Mike. The slower cars went first and as it turned out Mike was in the last or fastest car. The event was a gimmick rally, which means there are questions to answer along the way. However, the questions weren't difficult, as they didn't want anyone to get lost. The rally began at 9:30 a.m. and basically headed along the Cumberland River to Ashland City for a picnic lunch at Riverbluff Park, overlooking the river.

Following a nice lunch, everyone enjoyed a brief ride in the Amphicar on the Cumberland River. It is a unique experience, but a bit scary when the Amphicar first plunges into the water. The rally then resumed with a tour through rural Cheatham County with some beautiful and hilly two-lane roads. All of the participants arrived back at the museum around 5:00 p.m., after completing about 160 miles of rally driving. Mike took the opportunity to park the Megane next to his Alpine making for some interesting comparisons.

All of the participants were taken for a private tour in which they were given the opportunity to visit the base-





ment. After checking out all the amazing cars, an awards presentation followed. After the awards Mike was able to talk with Jeff and was given the opportunity to try out the Sport Spider. After driving the Megane, he was a bit disappointed. Probably influenced by the brakes being spongy.

Once Mike returned to Texas I was able to speak with him about the experience. He mentioned it would have been nice to have me as a co-pilot. His overall impression of the The Megane was very favorable. To quote him, "The Megane is a real bad-ass machine, definitely the fastest car in the group. It was a blast to drive! I am very glad I decided to participate."

So if you are like me and are still disappointed about not participating in last year's event, I am happy to announce the Lane Museum is having a Second Annual Rally for the Lane. The date hasn't been set yet, but it will be either September 24th or October 1st. I can't wait to see which vehicles will be available to drive this year. 🍷

















# New Renault Floride coming this year

By Kurt Triffet

The Wednesday, January 26, 2011 edition of Nice-Matin reported that although the information was confidential, the group photographing the new Renault Floride down by the beach chose not to make themselves discreet shooting pictures of the new car. In addition, they had to get the car from England to Nice without it being discovered. It is apparently using the base mechanics of the Renault Megane cabriolet and is very elegant in its ivory color and red interior. It's going to be introduced in the beginning of March at the Salon de Geneve (where the first Floride was introduced in 1959).

We now have official pix from that scooped photo shoot in Nice and confirmation that there will be a "new" Floride, (albeit a rebranded Megane). ☺





# Renault DeZir

from Renault

**U**nder the leadership of Laurens van den Acker, Renault's Design Department has taken its inspiration from the brand's new signature 'Drive the Change!' and explores Renault's styling roots to express the company's powerful human dimension via a new strategy founded on the notion of the 'life cycle'. This vision also builds on the bonds that are gradually forged between the brand and its customers at watershed moments of their lives, such as when they fall in love, start to explore the world, found a family, begin to work, take time to play and attain wisdom.

This approach coincides with the introduction of a new Renault design language that takes its inspiration from the three keywords which communicate the brand's vision, namely 'simple', 'sensuous' and 'warm'.

In keeping with this strategy, Renault's concept cars will progressively express this vision, paving the way for a product plan based on a coherent and clear offer.

To implement this, Renault Design has revised its methodology, and a single team of designers will now be responsible for each new concept car and for the ensuing production model it previews.

## FALLING IN LOVE

DeZir is the first project to be led by Laurens van den Acker and exemplifies the brand's new philosophy with regard to design. It also marks the implementation of the strategy based on the notion of 'life cycle'. The first step involves falling in love, an experience that is perfectly illustrated by DeZir's powerful, sensuous styling and bright red finish; red being the colour associated with passion.

"DeZir is a statement of our new formal design language which conveys notions such as movement, sensuality and emotion through ideal proportions, in much the same way as an whose forms have been honed by nature. The result is a warm, stimulating design that says 'Renault'," explains Axel Breun, Renault's Director of Concept Car and Show Car Design.

Fluidity was an overriding theme from the initial preliminary sketches, and was expressed by a blend of simple forms and generous volumes. "My early source of inspiration stemmed from the liquid sensation, wave-like movement and contrasts in light associated with certain rippled surfaces," observes Yann Jarsalle, who was in charge of DeZir's exterior styling. "By directly laying out volumes and not just joining together a number of surfaces by lines, I felt more in tune with the world of sculpture than with that of architecture."

The result is a two-seater coupé which is both sculptural in spirit yet perfectly harmonious. DeZir's shape features prominent wheel arches that accommodate 21-inch wheels, the design of which took its inspiration from the notion of move-





ment. Meanwhile, the sides feature a combination of flush and recessed forms that play on contrasting light patterns.

### **Behind the beauty, an electric car**

The 'Z' in the name DeZir is a direct reference to Renault's Z.E. signature, and several features of its design are suggestive of two qualities readily associated with electric mobility, namely advanced technology and light weight. Indeed, the recessed, linear styling of the front air intake and the entire rear-end convey an impression of lightness in addition to efficiently channelling battery-cooling air from the front to the rear.

To provide rhythm and balance to the overall package, this smooth, fluid skin contrasts with the ripple effect seen on the aluminium side panels, roof and headlight 'eyelids'. The design of these features alludes to the ripples which can form when a breeze blows over water, while the geometric pattern adds an unmistakable high-tech feel.

The prevailing bright red colour of the body interacts with the graphical forms of the cross-drilled aluminium side panels which equally exude a sense of light weight and technology.

The geometric forms of the glazed areas also contribute to DeZir's easy-to-read overall design and are reminiscent of a fighter-plane cockpit or certain endurance racing prototypes. The absence of a rear window is overcome by the fitment of two rear-facing cameras which provide the driver with a panoramic view of what is happening behind the car.

The creative thinking behind the design of the front end was aimed at recalling Renault's styling heritage, while at the same time paving the way for the design trends of the brand's forthcoming models.

DeZir's front end features a full-width air-intake which strikes out either side of a large, vertically positioned Renault logo that proudly displays the car's brand pedigree. Meanwhile, the chrome finish of the lozenge contrasts with the dark aspect of the grille to express the statement still further. The air scoops situated at the outer extremities of the front air intake are a legacy of Renault's formal styling language and form an integral part of the air intake's design, as do the headlights which sit above these scoops.

The front-end design previews the new front-end identity that is poised to become a feature of all Renault models in the future. The headlights take the form of backlit prisms, which make them a highly graphic feature. The perforated 'eyelids' add to this high-tech feel and contribute to DeZir's specific lighting signature. Rear lighting is provided by an illuminated, seemingly floating strip that extends across the full width of the car. The Renault logo is highlighted by backlighting through the fins of the grille and consequently appears to hover in the middle of this space.

The gull-wing doors are another feature that embody automotive passion and reveal a refined interior, while the fact that the left- and right-hand doors open in opposite directions symbolizes a yin and yang-style amorous harmony. The interior design also suggests lightness. "Love is a sentiment that lifts you; gives you wings," says Stéphane Maïore, who was in charge of DeZir's interior styling. "Inside DeZir, you feel like you're floating on a cloud," adds Stéphanie Petit, Colours and Materials Designer. The forms are soft and light, while the predominant colour is white, although there are also echoes of the same passion red used for the exterior. The materials employed for the interior, like the senses they awaken, are precious, with white leather upholstery and trimming for the seats, dashboard and floor, along with a red lacquered finish for the console and accessories. The one-piece, two-seater front benchseat provides cocoon-like comfort. To emphasise the sensation of a shared passion and lightness, it comprises a number of interlocking elements trimmed in white leather, with a quilted pattern on the passenger's side, and a contrasting uniform finish on the driver's side, as if to suggest an inexorable attraction between the two. The embroidered pattern on the leather is based on a graphical representation of the Renault logo and is an example of refined *couture à la française*. This technique also provides an indication of the coming trend for future production models.

The interior styling takes its inspiration from the idea of an amorous encounter and is based on a coming together of opposites:

- the cockpit-style driver's environment contrasts with the ethereal lightness of the dashboard and the feel of the white leather bench seat,
- the driver's door features a bright red lacquered finish, while the panel of the passenger-side door is trimmed in white leather,
- the dashboard, too, features contrasting finishes, with one part trimmed in white leather and another which exudes a more high-tech feel, with a grained effect that recalls the finish of certain exterior components,
- the white benchseat seems to float on a red-hued bed of light which, once again, symbolises passion. This lighting gently pulses to a rhythm that suggests a beating heart.

But couples also seek to protect one another, and the forms of the interior are suggestive of this notion of protection:

- the center console seems to present the transmission-mode selection lever to the driver, ensuring that it is within easy reach,
- the housing of the transmission-mode selection lever reveals luminous petals which indicate the selected mode,
- the steering column is shrouded in a red housing that extends up to the steering wheel hub itself.

### **AN ELECTRIC BEAUTY**

DeZir is powered by an electric motor mounted in a mid-rear position to optimize weight distribution over the front and rear wheels. The vertically-mounted 24kW/h lithium-ion



battery is located behind the benchseat and provides the car with a range of 160km.

Battery cooling is ensured not only by the air channelled from the front to the back of the car, but also – and above all – by the flow of air that enters through the lateral scoops concealed behind the aluminium panels on either side of the body.

The basic motor is the same as the unit used for Renault's production electric cars, although an evolution has enabled its power and torque to be uprated to 110kW (150ch) and 226Nm respectively.

Three battery-charging methods can be employed:

- a standard charge using a conventional household plug (fully charges the battery in eight hours).
- a fast charge using a 400V three-phase current (charges the battery to 80 per cent of its capacity in 20 minutes).
- a fast battery exchange thanks to Renault's Quick Drop technology.

In order to optimise range and dynamic performance, Renault Design's technical teams have kept DeZir's weight to a minimum: its body is made from Kevlar®, while its tubular steel frame is similar to that employed for Mégane Trophy race car.

DeZir's suspension also shares certain features with that of Mégane Trophy – including a double wishbone arrangement – to deliver a particularly high standard of handling precision.

DeZir's aerodynamics have been carefully honed, too, thanks to full underbody fairing and a rear diffuser. The result of this work is a drag coefficient (Cd) of 0.25, as well as outstanding acceleration, with DeZir capable of accelerating from rest to 100kph in five seconds, and from standstill to 50kph in just two seconds.

DeZir's energy efficiency package also includes the recovery of deceleration energy. The technology it employs is based on the same principles as the KERS (Kinetic Energy Recovery System) seen in Formula 1. When the car decelerates, kinetic energy is recovered and stored in the battery. In the case of DeZir, this energy can then be employed by the driver to provide a temporary power boost at the moment he or she chooses, using a button located on the steering wheel.

Driving pleasure is further enhanced by the design of the driver interface. The dashboard visually mirrors the sensations felt at the wheel by means of a graphic display of data received from the accelerometer and speed sensors.

The central touchscreen display incorporates a smart navigation system that synchronises journey information with the driver's diary in order to optimise task management and itineraries. Software incorporated in the dashboard provides drivers with a real-time indication of their energy management

ability via a fun interface that uses video-game style graphics.

### **A DeZir for music**

Within the framework of the creation of an audio signature for the brand's upcoming electric vehicles, Renault has been working closely with the highly-regarded IRCAM (Institut de Recherche et Coordination Acoustique/Musique, founded by Pierre Boulez in 1969) to define the sound that best reflects DeZir's personality. 🎧

### **Dimensions**

Length 4,225mm  
Width 1,968mm  
Height 1,163mm  
Height, with doors open 2,256mm  
Width, with doors open 2,682mm  
Ground clearance 110mm  
Wheelbase 2,582mm  
Front track 1,600mm  
Rear track 1,705mm

### **Technical data**

Motor Electric synchronous motor with rotor coil  
Power 110kW / 150hp  
Maximum torque 226Nm  
Top speed 180kph  
Acceleration from standstill to 100kph 5 seconds  
Acceleration from standstill to 50kph 2 seconds  
Battery Lithium-ion (24kW/h)  
Range 160km  
Transmission:  
Rear-wheel drive  
Direct, drive, with reducer and forward/reverse inverter  
Drive Electric with active differential  
Chassis Tubular steel frame  
Wheels and tires 245/35 R 21  
Diameter of ventilated brake discs 356mm (front and rear)  
Calipers 6 pistons (front and rear)  
Cd (drag coefficient) 0.25  
Curb weight 830kg

### **Partners**

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High-resolution photos can be downloaded from [www.media.renault.com](http://www.media.renault.com)

> Environment & Innovation > Design



# The R4 Turns 50

By Marvin McFalls

**A**s the third bestselling model in automobile history and the best selling French car across the world with sales of 8,135,424 in the course of its 31-year career, in more than 100 countries, the Renault 4 has become a motoring icon. December 3, 1992, Renault announced the end of the Renault 4 in a press release; only two factories would continue to produce the Renault 4 after that date and through 1994: Morocco and Slovenia.

In 2011, Renault will be celebrating its 50th anniversary. With celebrations planned all over the world the little Renaults will be featured this winter in the historic Rallye Monte-Carlo, for example, and the model is due to star at February's Rétromobile classic car show in Paris. This spring they will be featured in Cannes during the film festival. Leading up to the R4L international meeting in Thenay, Loir-et-Cher, France, on July 15-17, 2011.

Back In 1956, Pierre Dreyfus, then president of the Régie Nationale des Usines Renault, launched the notion of a "blue jeans" car. Dreyfus wanted to produce a versatile, inexpensive car with a worldwide calling which could match the changes in society that were being observed as the 1960s approached. Following a five-year incubation period, the Renault 4, Renault's first front-wheel drive car, was unveiled to the press before going on display at the 1961 Paris Motor Show.

A van and three sedan versions were launched simultaneously: the R3, which was dropped from the catalogue the following year, the R4 and the R4L (the "L" standing for luxury), soon to become the household name for a model that lost no time in finding a place in the French public's hearts. Its unrivalled interior, low running costs and ability to adapt to all types of use made it an instant hit.

The Renault 4 was just as successful outside of France and was produced or assembled in no fewer than 27 countries (in addition to France), some as far afield as Australia, South Africa, Mexico, and the Philippines. Indeed, six in ten sales were outside of Renault's home market.

During the long period when it was available for sale, the Renault 4 was made in several different versions, including a van, a four-wheel drive vehicle and a cabriolet. Other variants, such as the Rodeo, and a long list of limited editions were also released, the best known of which in France were the Parisienne (1963), Plein Air (1968) the Safari (1975), the Jogging (1981) and the Sixties (1985).

Over the years the Renaults 4 has become the iconic French Vehicle seen in movies around the world. First in Jacques Tati's comedy, *Traffic* in 1971, to the USA in 1984's *Romancing the Stone*. Even today you still see R4s on the big screen in the 2010 American film *Leap Year* and in the 2011 French release *Rien à Déclarer*.





For the 50th Anniversary Renault Histoire & Collection has built a special edition model. The Renault 4 Miss Sixty echoes the name of the high street fashion brand Miss Sixty and the blue jeans dear to Pierre Dreyfus.

The Renault 4 Miss Sixty is a one-off car designed by Renault's design team in association with Miss Sixty, and produced by Renault Histoire & Collection as part of the model's half-century celebrations. It is based on a 1965 Renault 4L and features a specific body color and bespoke decals on the boot, rear left wing and two of its wheels, as well as specific rear lights and an interior trimmed in grey denim with pink stitching and embroidered patterns.

#### Names and nicknames of the Renault 4

- In Italy, the JP4 was marketed under the name "Frog".
- In Spain, it was nicknamed "Cuatro Latas" (four boxes).
- In Mexico, it was also nicknamed "Cuatro Latas" (four tins for thin metal like a tin can).
- In the former Yugoslavia, it was called "Katcra" (Catherine).
- In Tunisia, it was referred to as the "R4 Monastir", after the hometown of President Bourguiba.
- In Southern Rhodesia (Zimbabwe), it was nicknamed the Noddy Car.
- In Argentina, it earned the nickname "El Correcaminos" (path runner).
- In Finland, it became "Tiparellu" (droplet).

*Editor's Note:* We are hoping to coordinate a trip to France in July where we can attend the Alliance club meet and 4L International event. If you are interested in learning more you can contact me (Marvin McFalls). 📍





# Ode to the Rusty Encore

By Marvin McFalls

A few years back I received an e-mail from long time member Kevin Tallent. Kevin was the original owner of a 1985 Renault Encore. Kevin lives in Michigan and his Encore had been suffering from rust. He and his brother had to rebuild the shock mount a year earlier. Regrettably, he wanted to find a new home for it. I recommended him placing it up for sale on the club marketplace. After several months he had a few people contact him about the car, but no one had come to look at it.

Last September, I was traveling to Michigan and decided to stop by and pay him and the Encore a visit. Brent Bartley had decided to ride with me. As we turned on Kevin's road it became clear to me why his car was suffering from rust. It turns out that outside the cities in the state of Michigan, most side roads are not paved. Add in salt when it snows and you have a breeding ground for rust. After careful inspection I saw that even the bottom of the engine cradle was gone. However, I have a soft spot for orphan Renaults and decided to give the Rusty Encore (pronounced "Anchor") a good home.

Even with all the rust underneath the car, I could tell that Kevin had tried to keep his car looking good. The interior was still very clean and the car drove like a new one. Kevin had recently rebuilt the entire front suspension. Under the hood the 1.4 litre engine with nearly 170,000 miles still ran well, although the rear main seal leaked. The four-speed transmission worked well, but the pilot seal was worn out and you had to add gear oil regularly. It was a very unique problem. When I drove the car around town I would regularly have to add gear oil, but on long trips, I wouldn't use gear oil, but motor oil.

With all that said, I put nearly 30,000 miles on it over the next eight months. After driving the car back from Michigan my plan was to make the Encore my daily driver winter car. I drove the car on two long trips to New England and Texas. I also drove it on many shorter trips to Ohio, Michigan, Arkansas, Kentucky, Georgia, Virginia and all over Tennessee. All that driving without only one problem, the twenty-five year old alternator stranded me for a few days.

In July, I had to travel to New Orleans to pick up a car. I was able to find a much lower fare out of Nashville. So I decided to drive the Rusty Encore to my friend Garrett Rea's in Nashville. It had been more than a month since I had driven the car as it has been one of the hottest summers on record. Over the years I have used the Mt. Juliet Park and Ride, which is the nickname Garrett, gives his house when I leave my cars there. Garrett is a long time French car enthusiast, and he has been quite a good friend to put up with my leaky Renault. I had planned to





pick the car up in a few weeks when I returned to Nashville for a visit to the Lane Museum.

Unfortunately, one thing led to another and I had to extend the Encores stay at the Park and Ride. A few weeks later, I received a call from Garrett; I could tell by his voice that something was wrong. He told me "Marvin I am Sorry" repeatedly. After he calmed down, he explained that he was mowing his grass and he had accidentally knocked the wheel chocks loose with the deck from his lawnmower. After mowing ten or fifteen minutes, the Encore took its final voyage as it careened down the hill into a tree. Another victim had been the emergency brake that was still intact, but couldn't be engaged due to rusty cables.

Garrett was witness to this final voyage, as he figures the car reached about fifteen miles an hour. After the impact, Garrett tried to see how bad the car was damaged. At first glance it didn't look too bad. He decided to start up the car and move it off the tree. When he hit the switch nothing happened, so he opened the hood and determined the ignition module had broken away from where it had been mounted to the chassis. Garrett's Neighbor was riding his quad, so he asked him to help free the car.

After closer inspection, it was determined the car was totaled. Further inspection determined that chunks of metal had broken away from the chassis. Had I been driving the car in a higher speed collision it may have not been a good outcome. My plan had been to drive the Encore one more winter, before dismantling for parts. Now Garrett has started the dismantling. While I had hoped to turn 200,000 miles by now, hopefully the engine will become the heart beat of another Renault in the future as well as many of the other components. At this point only the front end, transmission and radiator are a lost cause.

Kevin, I wish I had found a better home for your car, but it was just too rusty to restore. It was a great car taking me anywhere I needed to go. While running it into a tree was never my intention, it may serve as a warning to others with older rusty Renaults. As Garrett continues the disassembling it still sheds flakes of rusty metal. The Rusty Encore has already become a donor, Garrett has already mailed off a few parts to keep another Encore going. If you need any parts for your Alliance or Encore please let me know.

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. 🍷





# Around the World in a 4CV

By Bruce Hunter

Readers may remember the brief article from RN 93 about Steven Weinberg and his Trans Continental adventure in "The Little One," his Renault 4cv. In his first trip Steven made it all the way across Europe and all the way to Mongolia. After that success Steven decided to drive his 4cv around the world. In the middle of July he arrived in New York and began making his way across North America.

When I read the original article and heard he would be traveling through Salt Lake City, Utah, I contacted him and invited him to visit with me. In early August, I hosted him at my house for several days. While he was here, Steven brought his car to Paul Collingwood at A-1 Specialties, my local Renault mechanic, for a few repairs.

While we were picking the car up, we happened upon an impromptu rally of older car owners in the parking lot of a local pawn shop in town. The son of the pawn shop owner came over to see "The Little One" and asked if we wanted to see his small collection of microcars stored in a nearby warehouse. Just a few steps away, we saw a Fiat 500, BMW Isetta, Goggomobil, and others. And learned that he planned to show several of them at the forthcoming Mini and Microcar World meet in Crystal Lake, IL. Small world!

We completed our tour of the Microcars that I had no idea were even there, a few miles from my house, and drove in the 4cv up to Ogden, Utah about thirty miles north of Salt Lake. The GPS in Steven's 4cv helped us find our way, staying on back roads the whole way. We spent much of the afternoon at the railway museum in the old Union Station in Ogden. Steven's Journey across the Continental United States retraced the route taken by the cars in the Great Trans Continental Race of 1909, and Ogden played an important role in the event. It turned out one of the teams that reached the west coast first was found to have put their car aboard a train in Ogden, Utah for that leg of the race.

Steven was pleased to store his Renault 4cv for several nights in my recently constructed garage, catch up on e-mail and do laundry. Surprise, surprise! He was even able to get help with his computer at the local Best Buy on a Sunday, in Utah! We also toured some of the local cultural and historical sites in the area before Steven continued on his voyage westward. His next planned stop was West Wendover, Nevada.

While he was here several neighbors and friends stopped by to meet Steven, see "The Little One," and learn about his adventure. Steven, thank you for allowing me the opportunity to extend my (as well as the Club's) hospitality in your travels through Utah. 🍷





# Smile Car

By Louis J. Clemen

**A**s a young man in Plaquemine, Louisiana, a small town south of Baton Rouge, I purchased a 1956 4CV Renault for \$175. This car was very dependable to use locally since my job was only a couple of miles from my home. It served me well for 18 years. I could not bear to sell the car, so I decided to put on blocks and store in my carport. During the next 30 years, the car stayed in the carport. My grandchildren played with it almost like a toy, but it remained stationery. I continued to live my life as a pattern maker in a foundry in Plaquemine and later in Denham Springs, LA. During this time, I thought that one day I would restore the car, so whenever I heard of a discarded 4CV, I purchased it to salvage parts. In total, I bought four 4CVs. With the encouragement of my wife, I kept the parts and discarded the bodies. Upon retirement from my career, I finally had the time to devote to this project.

I never dreamed the amount of time and effort it would take to restore a 50 year old car. I started with the brakes and replaced the whole system. When I discovered the transmission was frozen, I was able to use one from the discarded cars. Unable to drive it, we pulled the Renault up on a trailer and transported it to a friend's garage where we worked on it in off hours. After installing the transmission, with a little coaxing, the car was able to be driven a few feet for the first time in 26 years. After replacing the water pump, flushing the radiator, and working on the starter, carburetor, generator, and the fuel pump all that was left was the body work.

It took 2 months of filling and sanding for it to be ready for painting. I was determined to paint it myself, so I prepared my garage by hanging a tarp and installing an exhaust fan.

When I started the job, I had a great feeling because everything was going very well, until my florescent light went out. I continued to paint with the 2 flood lights that I had set up near the car until one of them fell over and broke. To top that off, I dropped the spray pot and splashed paint all over me and the car. After the clean up, I was able to finish. Believe it or not, it actually looks pretty good.

In order to get antique status, my insurance agent said he would have to take a picture of it. After I put the car in the front yard, every person who came by stopped and smiled. One person asked if she could take her picture with the car. The cute little 4CV was becoming very popular. Now I am able to drive around the block and everyone who sees it smiles. I am now calling it my "Smile Car."

I would like to thank Jacques Lynn, without his 4CV supplies this would not have been possible. I would also like to thank my wife, Mary, who was so patient during my continual work during these last 7 months. ☺



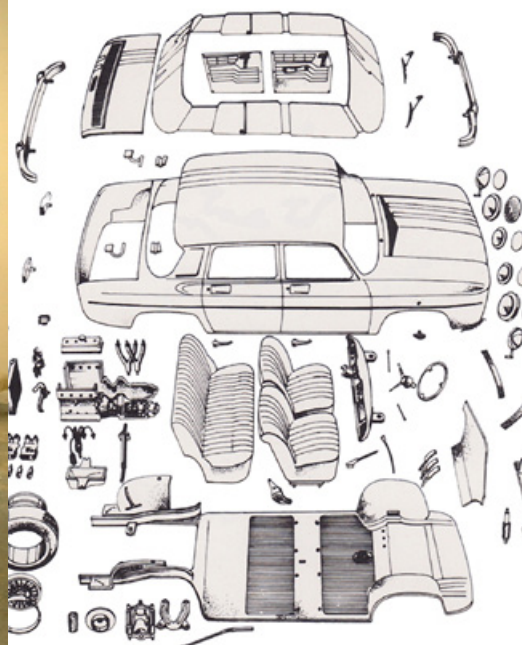


# R8 Gordini Restoration

By Marvin McFalls

**B**ack in 2008, we had our tenth anniversary reunion in Tennessee. A small footnote to that story was that Jonathan Burnette sold his R8 Gordini (R1134) to Brent Bartley. Since then, Brent has begun a complete restoration. He even had to build a paint booth in his shop as part of the project. All the major components are completed, now all that is left is the reassembly. The official unveiling of this car will be at the International French Car meet in Carlisle, PA May 20-22. It will then be entered in the Cincinnati and Dayton Concours later in the year.

The R8 Gordini will be a wonderful addition to these meets and the crown jewel of his unique collection of cars. We hope to see more Renault restoration projects from Brent in the years to come, he does some incredible work. 🍷





# An Oldie But Goodie

By Martin Moe

I think this is a very appropriate title for an article about an old but renewed engine! I was approached to build a Renault engine, era 1960s, for a class "H" modified sports racer. The fellow, now my friend, Bob Duston, wanted to create a modern copy of a racer his dad had in the 1960s.

Bob showed me a bunch of photos and the old racer was shown to be based on a Renault 4CV. Bob had a partly started kit car with many Renault parts, so we decided to go from that. We rebuilt the brake calipers (from an R8) and the transaxle/rear suspension. The gearbox was a Dauphine four-speed with no synchro low gear, but with low enough gears for the little engine. So let me get to the 'meat' of the article, the engine.

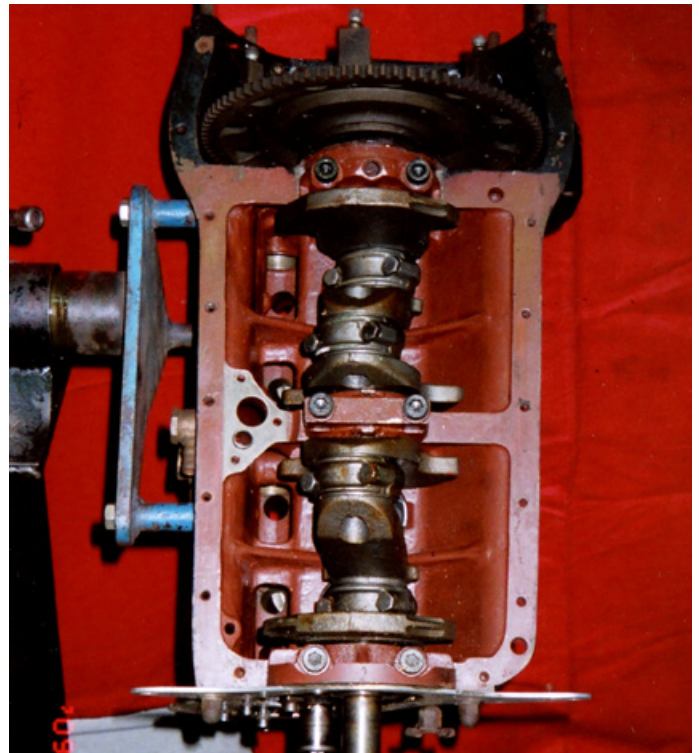
We started with a late 1960s Dauphine engine. We completely disassembled the engine and started from scratch. Everything was cleaned and checked for damage and then we started reassembly with 61 mm sleeves and domed pistons. The engine block was modified as follows:

The center main bearing cap was reinforced and the crank mainline was align-bored for trueness. All oil passages were cleaned for high oil flow and the block modified for full flow filtering. We drilled out the oil passages, installed a plug to bypass the stock oil outlet, and drilled and tapped a new hole for the oil return line to feed the engine internals. Also the block cam line was bored and cam bearings were installed.

I built a heavy-duty oil pump for the higher pressure and volume needed with an external oil filter and cooler. For this I used additional pump gears cut in half and welded to the stock gears. The corresponding volume was then added to the pump chamber. The timing gears we installed came from a Rallye Dauphine (type 1093). Then we modified the block to better lube the gears by drilling a 2 mm squirt hole at the meshing point of cam and idler gears

The flywheel was lightened and a heavy-duty clutch was installed. The oil pan and clutch housing were modified for easy service: we cut off the flywheel cover part of the pan and resealed the pan. Now you don't need to remove the whole pan anymore to inspect your clutch! While we were at it, we also installed baffles into the pan to stop any oil surge.

Now comes the fun part, the head: surfaced, ported, and combustion chambers shaped to match the domed pistons. The stock valve seats allowed 1 mm bigger valves, which were installed using dual springs and alloy spring retainers. The rocker arms were re-radiused and the rocker shafts shot peened to increase reliability. An intake/exhaust manifold was fabricated to use a 40 mm Weber DCOE side draft carb.



Bottom end w/ reinforced center main bearing cap and high tensile cap bolts

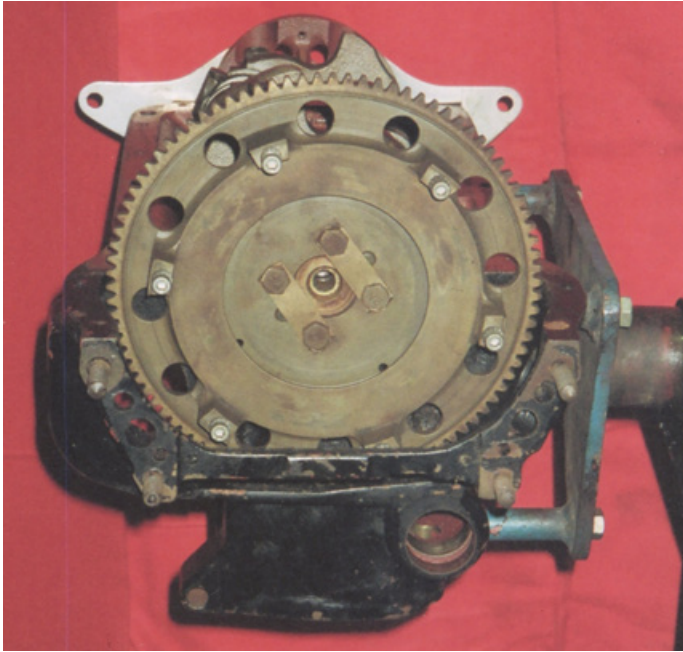


Cam and heavy duty oil pump

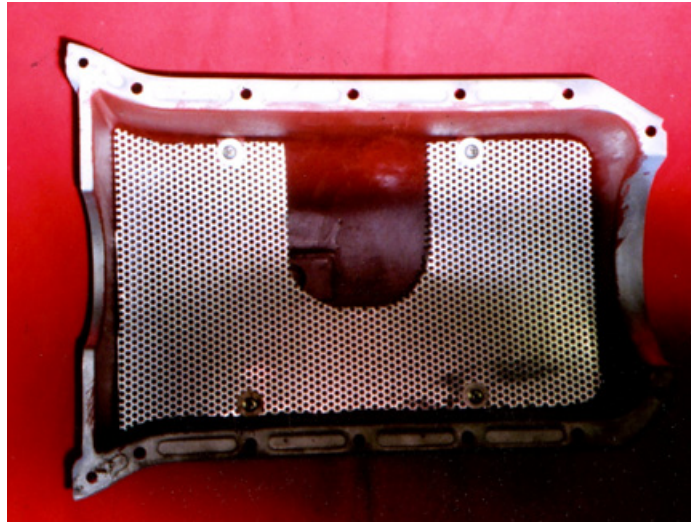


Hopefully the attached photos will explain a lot. We intend to take more photos as the car gets built to keep the club members informed as we go.

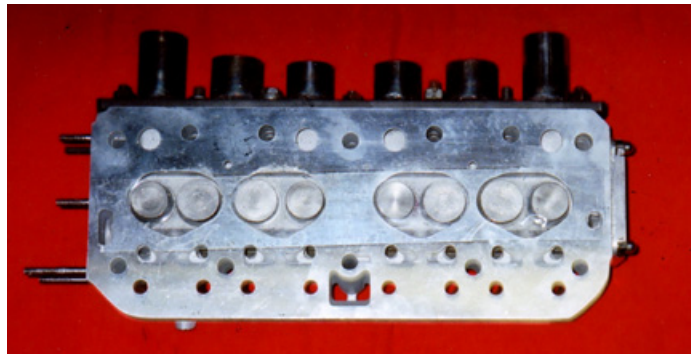
There it is - an oldie but goodie! 🟡



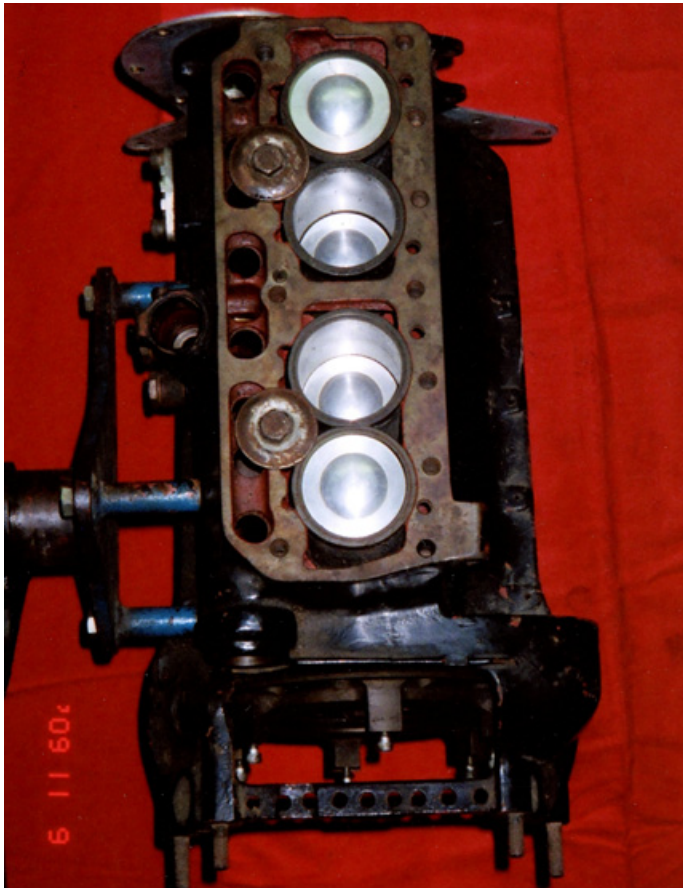
Lightened flywheel for quick engine revs



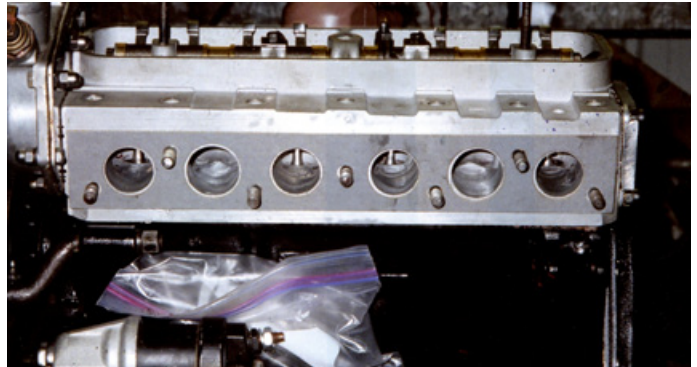
Oil pan



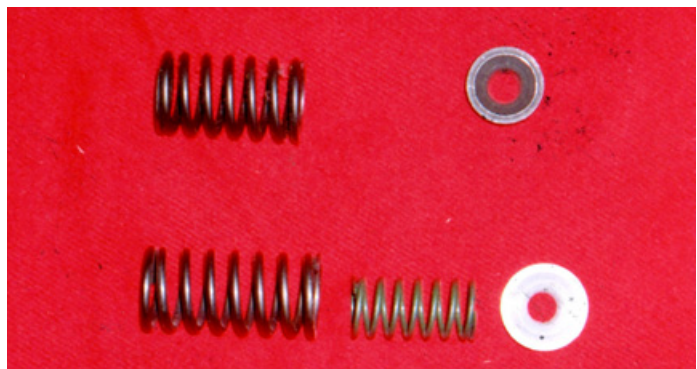
Big valves



Top end

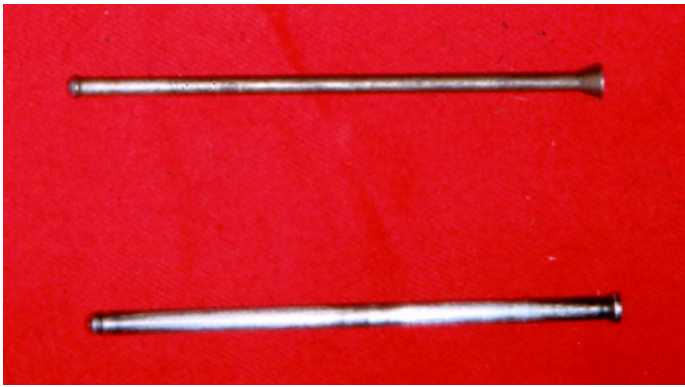


Big ports

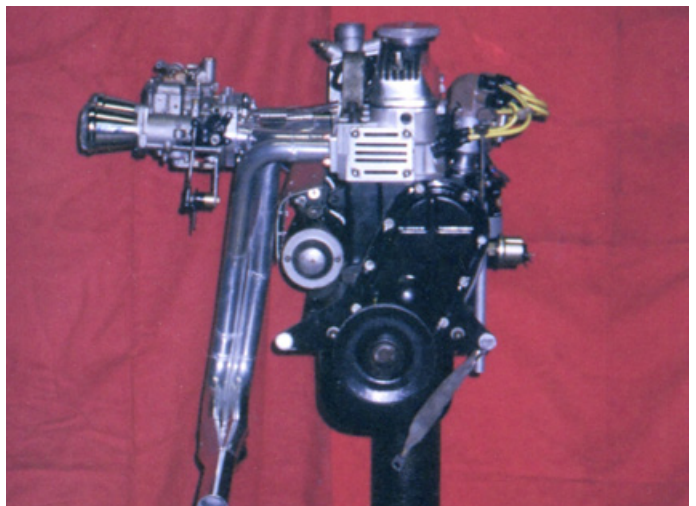
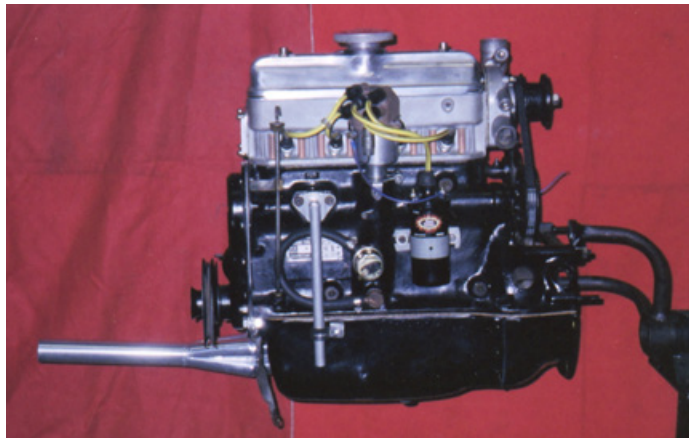
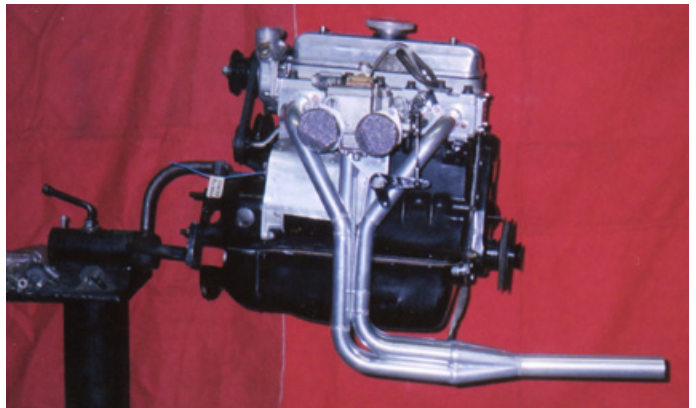


On top, stock - on bottom, factory heavy duty dual valve springs and alloy valve spring retainers





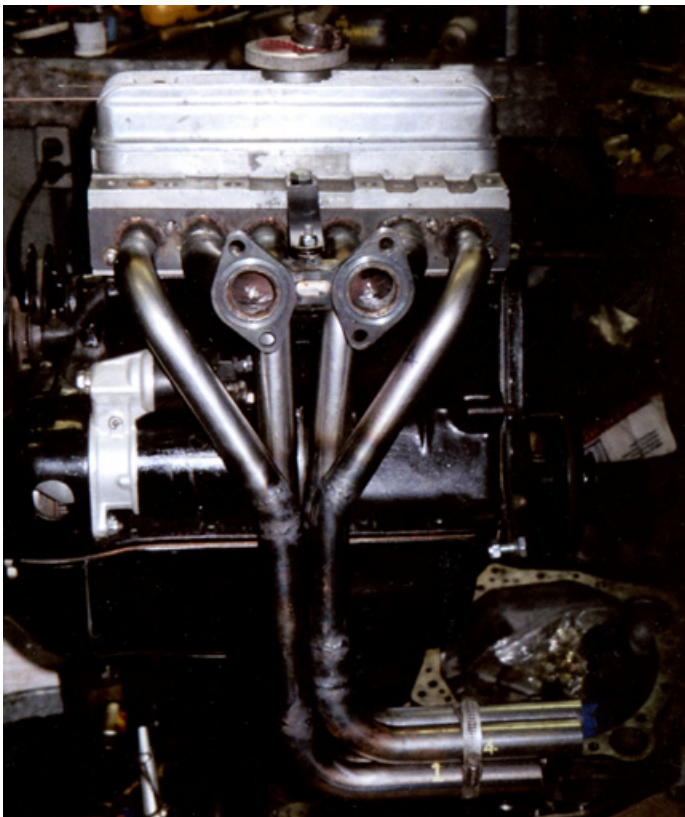
*Stock push rod on top - on bottom, heavy duty chromoly tubular push rod*



*Finished engine on the stand*



*Start of custom intake/exhaust manifold*



*Exhaust/Intake manifold in progress*



*Ready to fire her up!*



# Jesse's Corner - Barn Find

By Jesse Patton

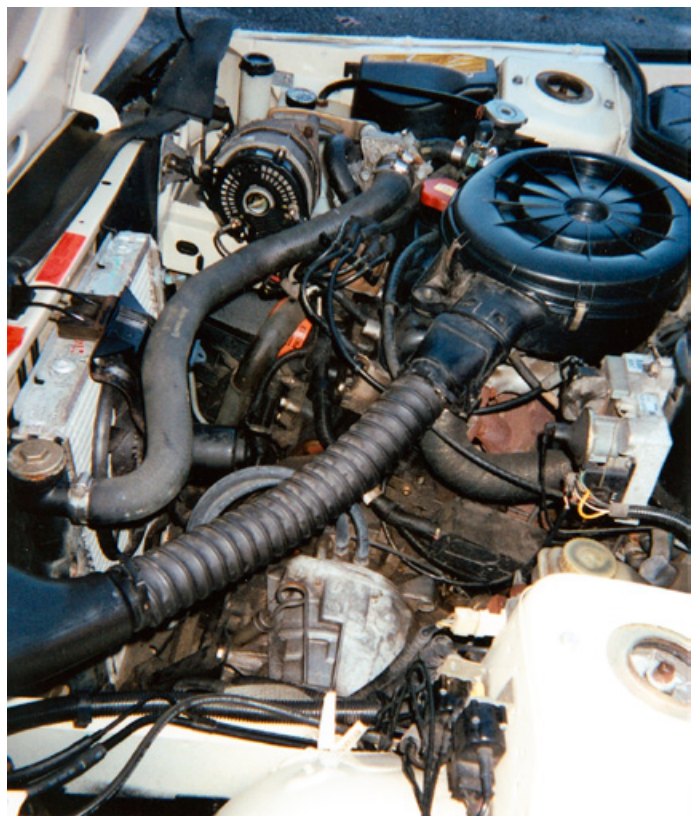
**T**he Alliance has been around nearly twenty-nine years now. After that amount of time, they have just about run their course. Spare parts of all kinds are all but dried up, out of soap, or whatever cliché you like. It is just getting harder to keep them running. Most spares from the European cousins the R9 and R11 just are not compatible with our Alliance. I have three Alliance Convertibles and one two-door sedan. It takes all Johnny Shuler and I can do to keep them roadworthy. The parts stash in my garage is getting thinner and thinner as time passes on.

With these constant parts shortages, I decided to place and ad for window regulators in *Old Car Weekly*, a Tri-state automotive publication. Then, something miraculous occurred. I get a call about my ad from a gentleman who resides in the next town over from me. He tells me he has a low mileage 1984 Alliance base model with only 23,000 miles on it, and he wants to get rid of it. He asked me would I be interested. "Not I", I told him I already have four Alliances. It became obvious after speaking with him this fellow that he does not know very much about Renaults. It turned out he inherited the car from relatives. He asked me how much is it worth, and are they reliable?

I referred him to my mechanic and friend, Johnny Shuler, one our members who lives in Eastern Pennsylvania. I let him know John would be coming to Long Island in the near future to install an MB3 transmission computer on one of my cars. When John finished repairing my car, we made arrangements to peruse the Alliance. By the time we arrived at the location, the seller still had not arrived. We looked the vehicle over while we waited for the owner to arrive. On the surface it was very original and we could tell it had been recently detailed, there were some dings but that is to be expected on a car of this age. After further inspection we noticed the headliner had been removed, most likely because it had drooped down. Also, some of the instrument knobs were also gone, but they could be replaced.

After about a half hour the owner finally arrived. He throws us the keys and heads into the building. We find out this is his business. As he is getting opened up we tried to get the car running. We attempted to start the car but it would not. After a little coaxing and a few drops of gas, it came to life but was running roughly. After a systems check we determined all the lights were working but the heater motor was not, maybe it was the fuse? John determined that the coil assembly was throwing out a weak spark. This little Alliance is going to need some TLC.

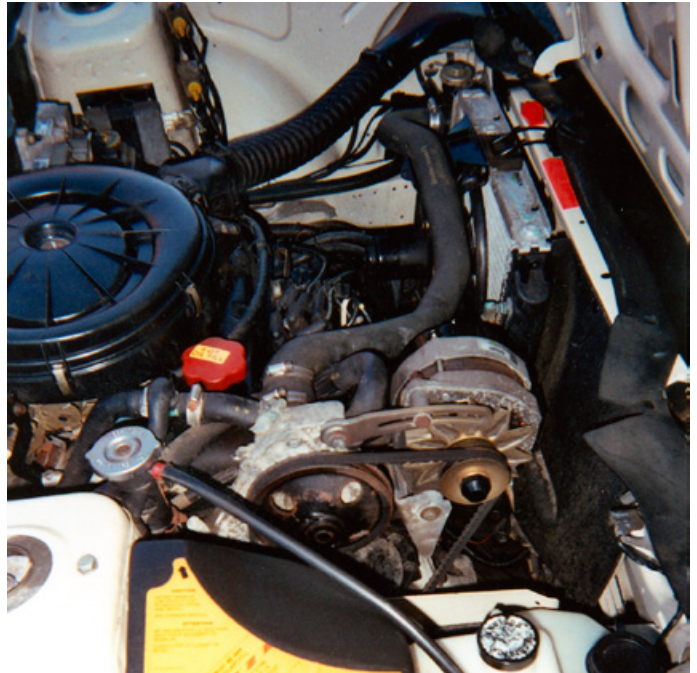
By this time the owner had rejoined us and we began to talk about what he wanted for the car. He was hesitant to throw out any number. When John let him know what he had in mind the seller nearly had a heart attack. While the





car was just junk to him and he wanted to get rid of it, he obviously thought he should receive thousands of dollars for it. Utterances such as "I would rather make a planter out of it or burn it to a pulp" came out his mouth.

So the entire affair turned out to be just a ploy just to make a few dollars in these hard economic times. It was a shame to see a car like this go down the hard way because of someone's greed and ignorance, but he was just the type of shyster that we have to be aware of. Live and learn... 🗨️



## Guild of Motoring Writers

By Roy Smith

A couple months ago at the RAC Club in Pall Mall, London, I was awarded at the Guild of Motoring writers dinner the 2010 MERCEDES BENZ AWARD and THE MONTAGU TROPHY, presented personally to me by Lord Montagu for my books *Alpine & Renault- The Sports Prototypes*.

The citation read..... "for the greatest contribution to recording in the English language the history of motoring in a book"

Apparently it was a hotly contested award with nine nominations, I knew mine was nominated but I was up against way more experienced and eminent writers in the field of historic motoring. The names on the Trophy read like a who's who of British historic motoring for the last 30 odd years or so, now mine is on the beast that is held in perpetuity at the RAC Club. The runner up was Sir Stirling Moss, who has done a book with Alan Henry, so we had a bit of banter, it being the only time I would ever take a "class win" over Stirling Moss! 🗨️





# Renault Alliance Club Passion

By Francois Damide

I guess I should start with a little about myself. I have been a long time member of the Renault Owners Club. I am French, based in Long Island, New York since 1986 and I am a big fan of the Alliance Convertible since its introduction in June 1984. You can see me in my early US years in issue #9 of the Renault News where my Alliance and I were featured in the photo of the month.

I am also a member of the French Alliance Club. While I know several attempts have been made through the years by officers of the Renault Owners Club to make a connection with Renault Alliance Club Passion with little success, I hope with me being a member of each club I can open up lines of communications. I think it's a nice way to reverse the roles, hence helping the French with their US imports. So I have taken on the role as the liaison between the clubs

Let me introduce the Renault Alliance Club Passion, the only French club dedicated to the US made Renault Alliance and Encore. The Renault Alliance Club Passion was born on December 2002, following an internet chat between two Alliance fans; Benoit Chenet and Cyrille Piel.

Right from the beginning, our membership grew steadily. Today we have 57 members, with about the same number of cars. We do have a few members without cars, but we also have 2 members with a 2 door and a convertible and a member with a GTA, a convertible 1.7, and a sedan! We also have members outside of France; from Holland, Spain, Sweden and Switzerland.

The goal of the Club is to connect all members, to organize gatherings, exchange mechanical and maintenance tips, and buy or sell Alliance parts. Because even though the engine and gear box were shipped from France to Kenosha, lots of parts and accessories are extremely difficult to find in France. This is why we are always open to receive more info and tips from the US. This is actually vital for us!

We also participate in a few of the larger vintage cars shows in France. The Alliance is actually not well known on this side of the Atlantic simply because it was never sold here! We do showcase members' cars, thus exposing our Club to the public. In 2010, the Club (featuring one or 2 cars) at the shows

in Reims, Avignon, Rouen, and Paris. At Paris, our booth featured a GTA specially lent to us by Renault Histoire et Collection. This was such an honor for us! To top it off, this car is almost brand new with only 5000 miles on the odometer. The Renault Histoire et Collection has only 2 Alliances: A GTA Convertible Sebring Red and a 1.7 Convertible, metallic red.

Every year at the beginning of summer, we organize a weekend gathering and tour. In past years, we visited Paris, Normandy, the Loire Valley and even Holland. This year we went to Montelimar, the gateway to Provence. On the agenda, driving (top down) on bucolic roads, wine tasting, great food and lots of joie de vivre!

For 2011, we'll continue our showcasing within France, at our yearly 3 day gathering (in the beginning of July) will be in the Alsace region this time. This again will be the perfect opportunity to meet members, to enjoy great food, wine and do some local tours.

If you would like to participate in this year's event, you can access our website [www.renault-alliance-club-passion.com](http://www.renault-alliance-club-passion.com). Where we welcome our North American friends to join the blogs, discuss and share our passion.

*Editor's Note:* We look forward to attending this meet and will include it on our 2011 schedule; we look forward to getting more details from Francois very soon. Also we have invited our new friends from Club Passion Renault Alliance to attend our 30th Anniversary Alliance celebration in Carlisle, PA, May 20-22. ☺





# The Back Page

## Caravelle at the 75th Anniversary of the first flight of the Spitfire, Camarillo Airport, Camarillo, CA

Went to Camarillo Airport March 5th to see the Commemorative Air Force's tribute to the 75th anniversary of the first flight of the Spitfire. Had a buddy from the UK staying with us, so I thought this would be a great outing. Took my Renault and discovered that the Central Coast British Car Club had infiltrated the event. They kindly invited me to display my car along with theirs. Plus, I got to park next to the planes. Met up with 3 other pilot friends of mine (2 of whom flew in for the event).

—Kurt Triffet



Renault Owner's Club of North America  
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