

Renault News

99
Spring
2011



Carlisle 2011

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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.html>

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

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Renew online or mail payment to:

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Place ads online at <www.renaultclub.us/forum>

Or mail brief ads to:

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Password: flins

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March 2011, Renewals

Bello, Juan	Nosaka, George
Flynn, Tim	Rivera, Jose H.
Gill, Paul	Saunders, H.D.
Glauser, Rolf	SilmanPaul
Hoover, Clayton	Simon, Milton
Hunter, Bruce	Solstad, Edward
Lane Motor Museum	Thompson, Max
Lardani, Anthony	Vogler, J.
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April 2011 New Online Members

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April 2011 Renewals

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Blamires, Gail	Pickholtz, Michael
Chennell, Nick	Powers, Nancy
Downing, Tommy	Prew, Major
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Gutherie, Sid	Roe, Patrick
Keenly, Mike	Rose Jr, Ira
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May 2011, Renewals
Buschman, James
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Eye, Gary
Geslin, Guy
Gilpin, Girard
Herrera, Miguel
Russo, Rosemarie
Stevens, Kenneth
Taylor, Sam
Warrick, Ken
Williams, Joe

Announcement

BEST OF FRANCE & ITALY

Sunday, November 6, 2011 - 9am to 4pm

Come join us at Woodley Park, Van Nuys, CA for a day with the best of French and Italian motoring machinery. This a non-judged show, from the rough restoration project to the serious concours offering. All are welcome, and our pricing structure is geared toward the collector with more than one vehicle.

If you don't have a car, plenty will be for sale amongst the rows of gleaming machinery. The intent of this gathering is to provide a meeting place for those marques that get little attention at the fancier concours. If you're look-

ing to unload the garage or for that special part, check out our swap meet.

This is our club's big Southern California meet, so see all your friends and make new ones at Woodley this year!



1962 Willys Overland Interlagos

By Marvin McFalls

The Willys Overland Interlagos was the first sports car to be built in Brazil, produced locally under license, using the Renault Alpine A108. The A108 was developed and built by the independent French carmaker Jean Rédélé in 1956, based on the Renault Dauphine platform, but with a special steel backbone type chassis. The Renault Dauphine cars had been produced in Brazil since 1959 by WOB and all the mechanical components were available. Demand was so high that by the end of 1962, 131 cars inspired by the A108 were produced.

Since we first introduced you to the Interlagos back in RN #89, I have tried to learn more about these models without much luck. Since then I have been introduced to a few more of these unique cars. The first was after the original story was released. I was contacted by club member Neal Brown. Neal lives in Oregon and has an original Interlagos. For some reason a previous owner had painted it pink. After hearing from Neal, I kind of put the Willys Interlagos aside for a while. Then one day my good friend, Jonathan Burnette, received a call about an A108 in California.

The car is a 1962 model. Believe it or not it was imported to the US when it was new. It was owned by same man the R8 Gordini that we just unveiled at Carlisle came from. As it turns out it was imported by either a sports car dealership or an avid collector of French cars. At the time it didn't matter how much money you had it took months if not a year to buy a French Alpine. So quite possibly it would have been easier to get the Willy's. I am trying to do some research, but I know I am guessing. Also, being the car has the 998 cc engine makes me think it was bought by a sports car enthusiast.

It was sold new in 1963 in San Francisco. It has 1963 California tags. Starting in 1964 California stopped stamping the year in the plates and started using stickers. The front tag on the car is stamped 1963 and the rear has at least twenty stickers. It was acquired in the 1970s by Lawrence Ford of Southern California. He died several years ago and we bought an 1134 R8 Gordini from his son Kim.

Kim had the Alpine as well as a trailer full of parts that had belonged to Lawrence. Last winter Jonathan travelled to California to meet Kim and he worked out a deal to buy the Alpine along with the trailer and parts. He returned to Texas with the Alpine. After some research we determined that car was built in late 1962 it was the 24th Berlinette built and amazingly it was only the second car to receive the 998cc engine, at least according to the serial numbers.

Jonathan went to work on the car this spring, and believe it or not, it passed Texas state inspection and is now licensed. He has been driving the car around Austin working out the bugs. Jonathan says the car does have the handling charac-

teristics of a Dauphine, but the performance is much improved. The interior is superior to other Alpines of this era, as it has a very nice leather interior.

The car is nearly all original, other than a paint job performed sometime before the Ford family purchased it. The car was involved in a light collision and repaired; we think this is when the car was painted, as the factory paint was more of a red color compared with the current Salmon hue.

Once word spread Jonathan had the car running, we heard from many collectors interested in purchasing the car. Being that Jonathan doesn't do body work and especially fiberglass, the decision was made not to continue with the restoration. Happily, the car was returned to California, with club member Shin Yoshikawa as the new owner. We will look forward to seeing the car displayed at the Best of France and Italy in November. 🍷



Willys Interlagos 200 Millas Del Pinar

By Marvin McFalls

This Willys Interlagos 'Berlineta' with VIN 2-3136C-X0001 raced with the number 22 at the '200 Millas de El Pinar' (200 Miles of El Pinar) being the first race ever won by a Brazilian car competing outside of Brazil. Currently the car is in Montevideo, Uruguay and is for sale.

This car, as far as we know, never actually returned to Brazil. It was repainted and stayed in violation of Uruguayan customs law until it was finally seized in the late 1960's. After a long period sitting in a municipal field, it was finally sold at public auction on December 19th, 1979. When the buyer started its restoration, it was considerably deteriorated but it still kept the yellow paint of the Willys team under the newly applied paint. The new owner fully restored the front axle, brakes, gearbox, engine and suspension and made some body repairs at the front of the car (which originally had an elliptical hole to install an additional central headlight). Regretfully, he used a mold from a 1965 version, thus eliminating the mentioned hole and he also made a mistake while repairing the rear fenders, eliminating the concave molding in the quarter panels.

The car is fairly complete and it includes two new windshields brought from Sao Pablo in 1980, along with their respective rubber seals. The most important missing parts are: the rear window, the original wheel rims (it has Minilite rims instead), the seats and the original bumpers. Because of its sport history, this makes it a unique and exceptional piece.

The possibility of the car being a forgery seems unlikely, since we possess all the official documentation of the 1979 auction (performed more than a decade after being seized by customs), where the numbers of engine and chassis are registered. Needless to say, 30 years ago in this country the collectible value of this car was practically nil. This also makes the possibility of a forgery even less plausible. Furthermore, the thin body, the yellow paint remaining and the (French) Jaeger dashboard instruments confirm its origins. This car is not only the one which won the 200 Millas de El Pinar, but it is also the first of a series, which comprised just a few units specially manufactured for competition. We wouldn't be surprised if it was a true Alpine, imported by Willys as a factory prototype.

Further evidence shown in the pictures remains of the classic yellow and green original paint used by the Willys team can be found in many locations on the body. We have found remains of the yellow paint and green stripe, and part of the white circle at the exact position where

the numbers used to be. We have also found another color of paint over the yellow and green. We guess that, once the temporary importation of the car expired, the red paint was applied in order to hinder identification and it allowed the car to stay in country until finally being seized by customs.

Some notes:

According to our knowledge, the ID tags in the Willys Interlagos must be interpreted in the following way:

- The first digit corresponds to the year of manufacture. In this case the 1962 production (131 units).
- The second number corresponds to the model code. In this case, 3136 corresponds to a 'berlineta'.
- The third number corresponds to the serial number of each manufacture year, starting in 0001. Each year, this number was reset and the serials restarted at 0001. In this case, it corresponds to the first berlineta manufactured during year 1962, making it the very first unit manufactured in Brazil under the license of Alpine.

Additionally, this tag has one digit and two letters (C and X) which differentiate it from a regular Interlagos. We suspect that the C letter corresponds to 'corrida' (competition), but we could not confirm the meaning of the letter X. Being this a first exemplar of its series, it may be possible that it was an original Alpine imported by Willys as a factory prototype (the letter X is traditionally used for planes, boats and car prototypes) or that the first units manufactured were assembled using bodies imported from France. Other fact supporting this theory is the reduced thickness of the car's glass-fiber body, in addition to the many other characteristic this car shared with the original French Alpine A108 (the Jaeger instruments, headlight rims, accelerator pedal, etc.).



Celebrating 30 Years of the Renault Alliance

By Marvin McFalls

In the Fall of 1981, the R9 was introduced to the European press at the Geneva Motor Show. This impressive introduction was followed by The Renault 9 being awarded the 1982 European Car of the Year, while the Alliance appeared on Car and Driver's Ten Best list for 1983, and was the 1983 Motor Trend Car of the Year.

Competition from the "Big Three," new safety regulations and two energy crises in 1973-74 and again in 1979, left American Motors in a weak position in the U.S. marketplace. In the midst of a recession, Chrysler was deemed too big to fail and was bailed out by the U.S. Government. AMC signed an agreement with Renault of France, giving that company a share in AMC's ownership in exchange for the rights to sell Renault cars in the U.S. Later, Renault acquired a controlling interest, and thus was born what some called Franco-American Motors.

Manufacturing in the U.S. seemed the best way to grow especially since fuel prices were on the rise and the major U.S. carmakers had yet to bring out large numbers of small, fuel-efficient cars. Renault executives came in to run things alongside AMC officials, and the factory in Kenosha, Wisconsin was retooled to produce an Americanized version of the European Renault 9 subcompact under the Alliance name. Although it was branded as a Renault, the car bore AMC's logo on rear window decals.

With a U.S. content of 72%, the Alliance qualified as a domestic vehicle, making it the first car (1983) with a foreign nameplate to win the Motor Trend Car of the Year award. Motor Trend subsequently dropped the distinction between domestic and imported vehicles for the award.

In total 623,573 examples were manufactured for the years 1982-1987, AMC offered the Alliance as a four-door sedan and two-door sedan (with higher rear wheel arches than the 4-door). In 1983, the Encore was introduced as a three and five-door hatchback, followed by the Alliance convertible, beginning in 1984. Finally in 1986, the GTA performance version was introduced in two-door sedan and convertible.

The Alliance sold well with over 142,000 of the debut 1983 models. Bolstered by three- and five-door hatchback derivatives called Encore as well as Car of the Year honors, sales zoomed to over 208,000 the following year. However, the Alliance and other small American and Japanese manufactures encountered a sag in the small-car market because as fuel prices fell, consumers began to drift away to larger automobiles, leaving the Renault-based models to scramble. This meant that total sales fell to 150,000 for 1985, then to 65,000 in 1986, and finally to only some 35,000 in 1987.

Production Ended in the U.S. in 1987 and AMC was sold to Chrysler later that year. The sister models R9 and



R11 continued in France until 1989, finally ending their production run in 1999. With more than 2 million models produced world wide, the Alliance was a success as seen by the number of cars still around thirty years later. 🟢

Production	1981 – 1989 (France) 1983 – 1987 (USA) 1984 – 1997 (Argentina) 1983 – 1999 (Colombia)
Assembly	Billancourt, France Valladolid, Spain Taichung, Taiwan Kenosha, United States Envigado, Colombia Santa Isabel, Argentina Bursa, Turkey Vallejo, Mexico
U.S. Specs	
Layout	Front-engine, front-wheel drive
Engine	1.4 L I4 1.7 L I4 2.0 L I4
Transmission	3-speed automatic 4-speed manual 5-speed manual
Wheelbase	97.8 in (2,484 mm)
Length	163.8 in (4,161 mm)
Width	65 in (1,651 mm)
Height	53.1 in (1,349 mm)
Curb weight	2,000 lb (910 kg) base 2-door 2,300 lb (1,000 kg) GTA conv.[1]
Body style	3-door hatchback 5-door hatchback 2-door sedan (U.S. only) 4-door sedan 2-door convertible (U.S. only)
Designer	Robert Opron

Alliance One and "Alliance Two"

By Les Woods

The Renault Alliance was born as the result of a collaborative effort by Renault of France, and American Motors Corporation to produce a small, comfortable and economical entry level car. The Alliance had its genesis in France as the Renault 9 sedan, the styling for which came from famed French auto designer, Robert Opron, who was responsible for many models, such as the Citroën SM, GS, CX, Ami 8, Renault Fuego, Alpine A-310, and Renault 25. Interior design for the Alliance is credited to an American designer, Richard Teague.

The Alliance was produced here for model years 1983 to 1987. Originally, it was equipped with a tiny 1.4L engine, also marketed here in Le Car. In the Alliance, the 1.4L engine originally had electronic fuel injection by Bendix, or by Bosch in the California market, and all had electronic ignition. It was available with either a 4 or 5 speed manual transmission, or a computer controlled, low pressure, torque converter 3 speed automatic transmission. The little engine produced 64 horsepower, and with the car weighing in at a little over a ton, it produced remarkable fuel economy. The 1.4L version with a 5 speed manual transmission was EPA rated at 37mpg highway, an impressive figure in its day. In my own experience, 40 + mpg is easily achievable.

For model year 1984, 3 and 5 door hatchback variants were introduced here. Called "Encore," in this market, this model was based on the French model Renault 11, also designed by Robert Opron. It shared all mechanical and many body components with the Alliance.

Both Alliance and Encore models were available in several trim levels. This car, Alliance Number One, is a "DL," a deluxe model, which includes the famed "rocker seats" on curved rails up front, and fancier trim both inside and out. Alliance One has a feature which I, personally, have never seen on another example, that being stainless wheel arch trims at all four corners

An upscale "Limited" version was also available, which featured leather interior and other frills. The "Limited" version was not sold in volume to the economy minded Alliance buyers. In my personal experience, I have seen only a few of them in total.

While the drivetrains were produced in France, the Alliance had the highest domestic content level of any "import" in its day, with figures quoted in the 70 to 75 per cent range.

While the Renault 9 was available in France only in 4 door form, a 2 door "price leader" version of the Alliance was developed for and marketed exclusively in the USA, with the ultimate plan being to use it as the basis

for a convertible, also to be developed here and marketed exclusively in the USA. The convertible version was launched for model year 1985 which had the 1.7L engine, which was offered as an option on other Alliance models beginning that year, and today is collectible enough that many have been purchased here in the used car marketplace and exported to Europe.

The 2 door body shell was also used as the platform for the sporty GTA version, which was only offered for the 1987 model year. The highest performance Alliance was the GTA version with the relatively rare 2.0L engine and 5 speed transmission.

Production of the Alliance ended 5 years to the month after it had begun, in June 1987, when Chrysler Corporation purchased AMC. All Alliance and Encore series cars were built in the Kenosha, Wisconsin plant, where a total of more than 623,000 examples were produced.

Renault cars continued to be marketed in the USA for a few more years, as either the 1988 Renault Medallion, or 1989 Eagle Medallion, produced in France and marketed there as the Renault 21, and the much larger Premier, based on the Renault 25. The Eagle Premier was originally developed here by AMC/Renault, but later produced in Canada by Chrysler Corporation and marketed through their dealers here as the Eagle Premier, or Dodge Monaco. The Eagle Premier/Dodge Monaco was the largest Renault based automobile ever sold stateside, with a 3.0L V6 engine. The last Premier and Monaco sold here was the 1992 model.

"Alliance" Two

After a brief hiatus, Renault reentered the US car market through its having acquired a stake in the then ailing Nissan of Japan in 1999. Renault systematically set about to redesign every single Nissan model in their line, and did so within five years, thanks to a huge investment of capital. Today, Nissan and Renault share a CEO, based in Paris, and their cars share technology, design, platforms and components.

While many if not most automotive mergers seem to have failed over time, the Renault-Nissan "alliance" has been so successful that it has been dubbed by many in the business press as being the "poster child" for such arrangements. 🍷

Note: A few facts quoted here were sourced from the web. Most of it is simply useless trivia accumulated in my head from having been a lifelong Renault owner and fan. If you read something here which you believe is an error, please pardon my less than perfect memory, and enjoy the show!

A Visit to Flins

By Filip Van Der Beken

Publisher's note: My good friend Filip (a huge Renault Enthusiast and Clio owner), had the great pleasure to visit the Renault Collection stored in the Flins (France) factory while on business recently. He documented his trip on the PuristSPRO watch forum (of which I also participate). Enjoy his commentary. From the Renault Sport website:

"A magical half-day, during which you will rediscover Renault and immerse yourself in the history of the brand's small sports cars as you take a tour of the Renault collection at the Flins plant.

Feast your eyes on vehicles from every era, from pre-war cars to the latest models and even some that were never commercially available. This outstanding tour is led by a qualified guide, who will reveal some of the secrets of this impressive collection!"

Filip:

After another small job done... it was time to visit a very special place this is a reproduction of the very first Renault...



The more than beautiful Flins...



OMG !!! ... must be a dream to work here ...



A Five driven by the famous Ragnotti ...



Heaven to work here, all these cars are ready to run ...



I think I can die peacefully now ... what a line-up!



This baby will celebrate the 50th birthday of the iconic R4 ... at Bonneville



L'étoile Filante ... Capable of reaching 309 kph in 1956 at Bonneville ... with a gas-turbine engine ... WOW!



1935 Viva Grand Sport ACX2 Spider ...



1977 Alpine Groupe IV ... it won practically every French Rallye ...



A beauty without further comment ...





Carlisle 2011

By Marvin McFalls

Since being selected as the featured marque late last year we have been very excited to get to Carlisle. Usually we leave on Friday, but this year I had to leave a day early to get the cars ready for the Invitational Display. So I left Knoxville on Thursday morning around 5:00 AM, and we arrived in Carlisle a little after 1:00 PM. This gave me a couple of hours to work with Ed B, the Vice President of Carlisle Events. Around 3:00 PM we began checking in cars. Within a few minutes Walter Koopman, Brad Stevens, and Brent Bartley had all arrived. Also driving in with Brent were Dan and Stuart Barton, who came in from Dayton, Ohio. Don McLaughlin also arrived, delivering his LeCar race car to the show field.

Don and I headed for Harrisburg to pick up Kirk Gibson's cars for the I.D. When we arrived Kirk was scrambling. He had filled the radiator up on the 1907 Renault and found some leaks in the radiator. Don and I jumped in and helped him repair the leaks just in time as John Vogler and Joost Barbert arrived with the trailer to pick up the car. Joost is from Holland, and is a foreign exchange student who spent the year living with John. We were supposed to be back at the fairgrounds with the cars at 6:00PM for a pizza party, but it was closer to 7:00PM when we arrived and unloaded the 1907 Renault and 1903 DeDion Bouton.

When we arrived our final Invitational Renault was waiting for us. Mark Nicotera drove down from Connecticut in his Red R5 Turbo II. Jonathan Burnette and his friend Dennis also arrived from Austin, Texas. Jonathan drove up in his Fuego turbo diesel. After some cold pizza we returned to the hotel to get some rest.

We awoke early the next morning. Following a nice meal and conversation we went over to the fairgrounds. It was a soggy rainy morning as I began setting up the first club display in the Invitational Building. Then Brad Stevens and I began working on club display at the tent on the show field. We also hung the flags and banners. Around 10:00 AM, Don McLaughlin arrived at the fairgrounds with his R8 racer. It wasn't long before we had our third Renault. Matt Cotton brought his U.S. model R16, along with his Simca 1000. Nick Chennelle also arrived on Friday, driving down from Rochester, NY in his silver GTA equipped with Archer Brothers Racing modifications. A friend also drove Nick's Silver GTA Convertible in.

As the day went on, Lloyd and Donald Mathis arrived at the fairgrounds after traveling 875 miles in Lloyd's Black GTA. Jon also brought his Silver GTA and Mike Gipe's Red GTA Convertible. All three of these cars were displayed in Building R, at the end of a long row of French Cars. Also in Building R was a blue, white, and red display of Citroen 2cvs representing the French flag. This display was provided by Les Woods. Les had also planned to bring Alliance number 1, recently purchased



for the Chrysler Collection. In his absence my Alliance 4-door had to stand in, completing the display.

As the day wound down, Clayton Hoover arrived in one of his Beautiful LeCars. As we lined up our cars we were joined by another Silver GTA convertible, just in time for our scenic driving tour and rally. So off we went four GTAs led by one Alliance. Don led us on a exciting and challenging run through the countryside and up into the mountains. This was designed as warm-up for the main event on Saturday. Once we returned to town we were joined by the rest of our friends from Ohio and Texas for a nice meal.

When we awoke Saturday morning, much to our surprise the sun was shining. It was a picture perfect day. So off Brent, Dan, Stuart, and I went to the Middlesex Diner. Each and every Saturday there is an open invitation of the Central PA Renault Club to the Saturday morning breakfast, as they really do have a marked area with a sign 'Park your Renault here'. When we arrived, Joe Wagner was sitting with regulars Lee Weaver, and John Vogler, along with out of towners Mark Nicotera, Nick Chennelle, and Brad Stevens. Next to arrive were a couple more locals; Tom Gross in his Red GTA convertible and Mike Gipe. Next to arrive were the Mathis' (both father and son) and Don McLaughlin in his newly restored Silver GTA. Long time club Secretary John Mullin also joined us. Finally, Bruce Hunter arrived from Baltimore.

After enjoying our breakfast and conversation, we caravanned to the fairgrounds. As we were trying to make the left hand turn into the show field, we were allowed to turn in by Vincent Poirier from Quebec, Canada. Vincent had driven 1000 kilometers in his beautiful Alliance GTA Convertible. As we were getting the cars lined up, Clayton arrived with his second LeCar, and Jean-Francois Bourque. Jean-Francois and his family had also driven down from Montreal in a beautiful R16 and a 1987 Alliance 4-door. We lined up all the French cars together. All told we had Alpine, Citroen, Facel Vega, Panhard, Peugeot, Renault, Simca, Smart, even Vespa ended up in the mix. We then made plans to meet at 2PM back at the tent.

With the help of Lee Weaver, we now had three displays up and running. So we made our way to the Invitational Display, to get the 1907 Renault ready to take out onto the track for the first time in nearly 100 years. At high noon they closed down the driving school to allow the Renault to run the circuit. On his first reconnaissance lap Kirk went solo. Once everything checked out, Kirk offered me a ride, what an honor. He did six laps and put smiles on the faces of everyone in attendance.

Next we made plans for our swap meet. Jonathan Burnette, Joe Wagner, and I all set up displays. It was by far the biggest swap meet we ever had. First members starting buying parts here and there, and all of a sudden we started drawing passersby in. Dale Martin, who last year brought his R16, bought some parts from both Jonathan and I. I also sold parts to Brent, Clayton, Nick, and Mark. By the time the dust



settled it appeared that Lloyd had acquired the most parts, and I was happy to have lightened my load a bit. However, I did pick up a spare radiator for my Alliance.

After cleaning up all the parts we prepared for the car show. Annually we have between 10 and 15 cars. This year we had more than fifty. We opened the competition up to any French car, other than the Citroens. The reason we didn't include them was because they were having their own show later that evening. We kicked off the festivities with the Central PA Awards. These are some unique awards given by John V, this year's winners were Clayton Hoover, Joe Wagner, Don McLaughlin and Mark Nicotera. Next we recognized everyone who had traveled long distances. In years past I had won this award by traveling 500 miles, but this year I barely was in the top five. Jonathan Burnette won for driving his Fuego turbo diesel 1600 miles from Austin, Texas and Benjamin Becerra won for traveling the farthest from Mexico City. Then we moved on to the honorable mentions which went to Jim Schick, Walt Koopman, and Mark Nicotera. Third place went to Brad Steven for his Alpine 310, Second went to Brent Bartley in the R8 Gordini and First place went to Kirk Gibson 1907 Vanderbilt Cup Renault.

Following the car show we continued to hang out at the fairgrounds. Several people were interested in going for scenic mountain drive. We planned to meet back at the tent at 5:15PM to leave for the forty-five minute drive. By the time we had everyone it was nearly 6:00PM. So to say the least we were a little disorganized. When we left the fairgrounds we had the two R16s, two Alliances and three GTAs. Just like we had done the day before, Don was in the lead and John was in rear, but the cars were too far spread apart and we missed the first turn. By the time we reorganized, Vincent's GTA car was beginning to have brake problems.

As we headed into the mountains Don's GTA lead Benjamin and I in my Alliance. We had a wonderful tour. Unfortunately, behind us Vincent continued to have troubles and the slower R16s had trouble keeping up. By the time we made it back to fairgrounds, John and Vincent went directly to his house to make repairs and the R16s split off. So unfortunately we didn't get a group photo of the first North American Renault rally. I promise next year if you come it will be better organized.

Following the rally, we had to leave directly for the Citroen Banquet. Brad, Mark and I went in my car and Lloyd and Don drove the Black GTA. Lee Weaver followed in our event support vehicle, of all things a Pontiac. We made it to the Banquet a few minutes late and they were already serving dinner, so we jumped in line as I hadn't eaten all day and was famished. During dinner we were joined at the table by a young couple from Michigan who drove a 2cv. The man was wearing a Lada cap, so it became clear that we were at the right table. We had a fun evening and thanked our gracious hosts for inviting us. We must have not gotten too out of control because they invited us back to next year's event.



After the banquet we returned to the hotel for some much needed rest. When we awoke the next morning the sun was gone, and by the time we arrived at the fairgrounds most of the cars had headed home. We spent the rest of the morning and early afternoon hanging out and getting to know members better. I spent some time with Matt Cotton and Jean-Francois. After running back and forth between three displays Saturday, most of my day was spent in the Invitational display.

Around 1PM the first car slipped out of the Invitational display so we started to pack up. At 2PM, we had the awards ceremony. Kirk Gibson won his second award. This was a bit of a surprise as his 1907 Renault was chosen by the kids as their favorite vehicle. Much to my surprise this turns out to be the second time a brass era has been chosen by kids as their favorite, so maybe there is hope for future generations of car collectors. After receiving his award we loaded up Kirk's three cars as well as Walt Koopman's Rene Bonnet.

By now it was near 3:30 and Jonathan and I had 500 miles to drive back to Knoxville, so we said goodbye to all our Renault friends. As we headed back towards the interstate there was a long line of car heading north, but we made it through downtown Carlisle in nearly record time. Within a few minutes we were on I-81 South, we stopped just short of the Mason-Dixon Line and filled up our tanks and our stomachs. As we continued south we continued to drive the patches of sun and light rain. After about an hour we entered West Virginia, then Maryland, and finally Virginia where it began to dry up. By 8:30PM, we could see lightning on the horizon, so we pulled off to spend the night in Christiansburg. We were not in our room ten minutes before the skies opened.

Following a good night's rest, we awoke to find the rain had passed. As we continued south we ran into a few small showers but nothing like the night before. Traffic was light and we seemed to make pretty good time. We stopped for lunch in Knoxville. After filling our stomachs we drove back to my house where Jonathan checked out some of my projects before continuing on his way back to Texas.

It was a very excited show and we are all looking forward to returning to Carlisle next year. We had originally set a goal of 25 Renaults and between all three displays we had 26 Renaults. If you add in the other Renault powered vehicles, we had a total of 30. We now look forward to 2012 where we will try to keep the momentum going and better this number. So if you didn't make it this year, plan to register early and sign up with the Renault Owners Club. We are already planning several special events that we will announce in the months to come. 🟢

Here's how the car count breaks out:

Alpine:	2
Breese-Paris:	1
Citroen:	58
DeDion:	2
DeLoren	1
Facel Vega:	1

Panhard:	1
Peugeot:	10
Renault:	26
Rene Bonnet:	1
Simca:	2
Smart:	3
Vespa:	1
TOTAL:	109





Seminars and Tech Sessions at Carlisle

By Marvin McFalls

When we committed to be the featured marque at 2011 Carlisle Import and Kit Show, I started working early to get some interesting Seminars and Activities lined up for each day of the show. Some months before, I convinced Jonathan Burnette to do a seminar about Preparing Your Vintage Car for a Long Journey. One year earlier Jonathan had driven from Austin, Texas to Alaska and back. After convincing him that I would do all the prep work and he would just have to show up and add a few elements, he agreed. So, late on Thursday night we finally met to put it all together. By around 12:30AM Friday morning we had completed preparations.

The next day we made our way to the seminar tent a few minutes before our 1:30 PM start time. When we arrived they were completing a welding seminar. Thanks to the help of Scott B. from Carlisle Events we had video, sound and internet to go along with our PowerPoint presentation. After a few minutes we had everything ready to go. Following a brief introduction, Jonathan schooled everyone on how to prepare your vehicle and then he took questions. Everyone seemed to enjoy the seminar and it ended with a slide show from his trip to Alaska and back.

When I saw Meguiar's Mirror Glaze was doing a detailing seminar, I decided that we would do a similar tech session following our Friday cruise. The original owner of my Black 1984 4-door Alliance had kept the car garaged every winter, however, over the years it appears they used it as a shelf to store this and that during the long Minnesota winters. So the hood and trunk have literally hundreds of small scratches and dozens of large ones. Leading up to the show I had planned to try to conceal some these scratches using Turtle Wax Color Magic Car Polish, but one thing led to another and none of the work was done.

With the loss of Alliance #1 from our display it was now more important than ever to the get car presentable. So I asked Lloyd Mathis to lead us in a demonstration. Basically Color Magic is colored wax that matches the color of you car. Also being that my car is black, Lloyd was also able to use urethane sealant that he uses to install windshields in some of the cracks. Everyone was very interested in the process until Brent mentioned that I was trying to get free labor out of the show participants. At that point most of the spectators left, but my good friend Brad Stevens helped me complete the wax job, and with Lloyd's help the car was made presentable and featured in the Alliance display.

On Saturday, it was Lloyd to the rescue again. He had originally planned to do a window installation, but since I was unable to get the replacement window from France in time, instead he did a tech session on how to repair a

cracked windshield. Being that my Alliance was already in the display, somehow it was chosen for the first demonstration. Later in the afternoon, Lloyd did a second demo using our Pontiac support vehicle of Lee Weaver. The main thing we learned in these seminars is not to call the prominent national company that says they can fix cracked windshields. Thanks again Lloyd for passing on your windshield repair knowledge.

Not to be outdone the Citroen Club, long known for the Carlisle seminars came up with a fun and inventive topic called: French Cars in Cinema conducted by Ronald Kienhaus of Great Neck, NY. The seminar consisted of a half-hour presentation of short film clips showing French cars in action. Following the clips, participants were quizzed on which film each car was featured in. The person with the most correct answers won a prize.

Finally on Sunday, I convinced Jonathan and his fellow mechanic from Texas, Dennis to do a valve adjustment seminar on a Sierra type Renault engine. Amazingly the only car around with this type of engine was my Alliance! So around 1:00 PM on Sunday, Jonathan and Dennis started the demo. By 1:30 my valves were completely adjusted and I even convinced Jonathan to tighten my alternator belt. Special thanks again to Lloyd and Jonathan for lending us their technical expertise.

By now all the guys were calling me Tom Sawyer, referring to my ability to get other people to my work for me (like Tom did in the novel white washing the fence). In my defense, I think all of this is just a big coincidence. Admittedly, on my extremely long list of chores to do before leaving for Carlisle the only ones not checked off were to tighten belts, adjust valves, wax car, and repaint luggage rack. I probably would have found a way to get that one done if I had brought some black paint with me. Oh well. I guess you can call me Tom Sawyer.

Until next year, when I can think of some more jobs I need done on my cars... 🍷



31st Annual Southwest Unique Little Car Show

By Sharon Desplaines

Some of you will remember my accident two years ago while driving Mademoiselle to the French Italian Car show. I thought I would never drive her again and was giving much consideration to putting her up for sale.

Here was the Unique Little Car Show coming to Upland, CA not too far up the freeway from Jacques and I. After much deliberation I finally decided if I was to ever drive Mademoiselle to another show it had to be now.

Jacques and I decided to take our 4CVs to a self-car wash where we could also get the engines steamed cleaned. The following day I started early in the morning to complete the washing and polishing process. Needing to make room to do this I backed out my everyday car. When I attempted to start Mademoiselle the key wouldn't turn in the ignition. After making several attempts I phoned Jacques. Of course over the phone he couldn't be of much help so I waited till he arrived that evening. After several tries I phoned Jonathan Burnette to "save the day". Jonathan coached Jacques as he tried to get her started but without success. Jonathan said, "Never mind the key, remove the switch from the back of the lock", and so it was that I learned how to start the car with a right twist of the wrist under the dash and a ½ left twist back to disengage the starter motor once the engine caught.

We took off Friday morning driving Hwy 15N toward Upland, Ca. where we arrived 2 ½ hours later. I must say that I did quite well and the traffic was great. Because I go that way often to visit our former Club Treasurer Dene Barrett and his wife Pat in Frazier Park and my son and daughter in-law beyond Bakersfield, Jacques let me lead the way so I went at my own pace.

Most of the participants stayed at a local motel. After completing our registration we milled around meeting people and just enjoying ourselves.

Later in the afternoon 89 enthusiasts drove in a 49 car caravan 2.6 miles to the home of Gregg and his wife Kiki who were our hosts for the weekend. They live in a beautiful up scaled residential area of Upland, on a cul-de-sac where we all parked our cars diagonally taking up the whole cul-de-sac. What a sight to see all those little unique cars lined up. I couldn't believe that the surrounding neighbors would agree to let us take up all their street parking for the duration of the evening. I must admit we were a quiet bunch of unique little cars.

Their backyard was setup to seat and serve us all a very delicious Italian Cuisine.



Saturday morning we began heading to Uptown Upland to begin the positioning of cars. Jacques wanted to park our two cars "ass to ass" (as Jacques says) so people could compare our engines and he could boast his Alliance 1400 cc implant.

While at the motel and show we met Ron and Jill from Riverside who brought a 1938 Bantam Business Coupe. It was originally manufactured in 1938 in Europe until the company was sold for \$6000 and moved to Butler, Penna where it was produced until 1940.

I met George Strus from Colorado who was going to haul his R5. However he ran into problems the last minute with his trailer so he drove a 16 valve 4 cylinder Honda CVC instead. Maybe next time or for the French Italian Car show in Nov. he can bring his R5.

I also met Steve McCarthy from Houston, TX who has owned a 1960 4CV for the past 6-7 years. At one time it was used as a Clown Car. It is a bright yellow with blue/yellow/red parrot upholstery. Unfortunately, Steve was vacationing and unable to bring it. What a sight it would be to see all those clowns jumping out of the car.

Among others, I also saw Peacock, without his puce shoes. He needed to have his 4CV battery charged and went to the local Upland Sewing Machine company to have it charged. Can you believe that?

Ken Weger from Small Wonders Micro/Mini Car Museum, Crystal Lake, IL stopped by to introduce himself. Thanks for stopping Ken.

Maurice Kleinman brought his grey '57 4CV with Aruba license plates.

Tori Miller brought his '58 4CV which was his barn find. He is updating his engine to run perfectly so that he can drive it on a daily basis. He doesn't plan on restoring the exterior so he is leaving everything else in its old beat up condition, even the spare tire was worn to the threads.

There was a total of 5 4CV's in the show including ours.

Later in the day our dear friends Dene and Pat arrived at the show. After viewing cars and eating a hearty lunch we decided we were going to head out for their home in Frazier Park to spend a couple of days. But, to Jacques' surprise he realized Butterpat had run out of motor oil. Thank you Dene for the rescue walking many, many miles to purchase the oil.

It was now time to leave and head out. I was excited because there was a forecast of snow flurries for the Frazier Park area.

Mademoiselle did very well going through the moun-

tains. I was afraid I would have problems but she handled herself well.

We had quite a weekend and as I look back I still can't believe how wonderful the neighbors were in Gregg and Kiki's neighborhood.

Thanks to Gregg and Kiki for putting together a wonderful evening at their home and for the great Unique Little Car show laid out on the red brick streets intersecting in uptown Upland, CA.

P.S. No snow! 🍷



XXV Jaguar Club's Elegance Contest at Huixquilucan 2011

By Francisco Miranda

This year Renault Mexico decided to invite all Renault vintage car clubs to gather in front of their showroom area, then gathering the Alpine, Gordini Sport, México Clubs and even French Auto Group in the same area. We all gladly accepted the invitation and as seen in the pictures, every club had its own area as dictated by the event's organization.

Three platforms were placed so each club had its principal theme displayed: The Alpine Club thought it would be important to remember the 40 years of the classic Monte Carlo's Rally 1-2-3 victory, displaying Alberto Gironella's Alpine painted as the #28 winner raced by the late Ove Andersson. The Gordini Sport celebrated the 50th Anniversary of the R4L, focusing in the R4F4 of Pedro Mora and the Mexico Club displayed Jose Luis Escarcega's Floride, presumably because of Renault's new launch of the Megane Floride.

Three unveilings took place: A yellow GT4, a red Floride, and worth mentioning, this blue 1969 R10 with only 30,000 kilometers on the clock. Victor Fernandez, ex-president of the Gordini Sport is the lucky third owner of the car. It is a joy to get to see the history frozen in time with Miguel Cacheux's and Victor almost new R10's!

Carlos and Samantha from Argentina, still on their trip to Argentina, were also present with the tireless R12 station wagon. They sent their regards to the ROCNA's club members.

This year participants of the Alpine Club were the following:

Alberto Gironella	1971 Alpine 1600
Alberto Gironella	1983 Renault R5 Turbo 2
Jose Miguel Diaz Goñi	1982 Renault R5 Turbo 2
Juan Antonio Calvillo	1969 Dinalpin Berlinette
Guillermo Acosta	1972 Dinalpin Berlinette
Francisco Miranda	1972 Dinalpin Gt4
Carlos Calvillo	1960 Renault Floride
Olivier Murguet	1969 Dinalpin Berlinette
Angel Espinosa	1969 Dinalpin Berlinette
Eduardo Wolf	1966 Dinalpin Cabriolet
Pablo Alcocer	1966 Dinalpin Cabriolet

And the winners for each category:

AGMotorsport

- 1st 1971 Alpine 1600: Alberto Gironella
- 2nd 1969 Dinalpin Berlinette: Olivier Murguet
- 3rd 1969 Dinalpin Berlinette: Angel Espinosa

Special:

- 1st 1982 Renault R5 Turbo 2: Jose Miguel Diaz Goñi
- 2nd 1983 Renault R5 Turbo 2: Alberto Gironella



3rd 1960 Renault Floride: Carlos Calvillo

The most representative:

1972 Dinalpin Berlinette: Guillermo Acosta

Congratulations to the winners and once again we are grateful to the Jaguar Club and Promoclave for inviting us to be part of this magnificent show. 🇨🇷





2011 Renault Frères

By Francisco Miranda

In only its second year the Renault Frères event proved to be a very interesting event that many Renault lovers were eager to participate in. The Alpine Club of Mexico and Club Renault Gordini Sport organized this year event and many independent or different associations participated with the usual Renault passion.

After the inauguration, speeches by the Federation of Antique Cars presided by Tito Lenz and accompanied by Lorenzo Sendra, along with the presidents of the Gordini Sport and Alpine respectively Hector Pérez-Chavez and Alberto González. We were honored by the presence of a representative of the French FIA who was very happy to see so many French vintage vehicles in such a good condition.

This being the 50th Anniversary of the 4L (pronounced "Quatrelle") to mark this occasion a special display was included with few, although nice, cars. Our friend Alberto Zamora, accompanied by his son Patricio, very happily unveiled their white 1974 R4 after a 3 year restoration. Congratulations!

Teodoro Hernández displayed the restoration project of his Dinalpin GT4. He has been gathering all bits and pieces and now he is ready to complete the work. A good thing is that he has been compiling a picture book of all details of the GT4, things that are not shown in any manual that we know of.

We enjoyed a long day surrounded by the Dauphine, Dinalpin (Berlinette, Cabriolet and GT4), R4, R5, R8, R10, R12, Lorenzo Sendra's R17, Pepe Maqueo's R8G and Clio V6, the R12 that is traveling from Argentina and even my un-restored Estafette that was doing what Estafettes are best known for, hard work (!), carrying the sound system and the assorted elements the club members need, like table, canopy, icebox, etc.

The Renault Frères was held at the Cuicuilco Plaza. It is a nice shopping mall with everything you may need, like food or drinks (the Beer Factory flanks one side), even cinemas for the family (if they get too tired of watching cars). We spent a very happy day with friends enjoying our beloved cars, the miniatures display and the usual and endless Renault talk. Like Alberto Gonzalez said, it seems that next year we will have to move to a bigger area of the Plaza, as the interest is growing among the aficionados. 🟢







Dauphine Restoration Down Under

By Norman Godfrey

It all started one day when we were working on our Secretary's Citroen CX, I was asked, "now that you have finished your DS23, what's next?" Somehow in the conversation I had mentioned that in a past life I have owned ten Renaults, including 4CV, Dauphines, R8, R10, Caravelle and a Fregate. Not getting his hands dirty someone said, "there is a Renault Dauphine as an unfinished project for sale in Melbourne. So we went to Melbourne. We had a look and it seemed OK, so we trailered it 560 miles back home to Sydney

The car I think was imported into the country by a previous owner as it has a sunroof, which I am sure was not available here in Australia. I removed the carburetor (solex 281bt) as it was running rich. It had an altitude correction device behind the main jet. There are no mountains here, so it would not need this part.

Most of the parts were in boxes. As we were looking through all of the bits, we were now looking for missing items and replacing some not to standard. First I reconditioned the engine, starter motor, generator, etc. Then I ran the motor, it seemed OK, and proceeded with upholstery, trim and chrome plating. The car is located some 5 miles away, I later went to start the motor and found it seized---coolant had got into cylinders 1&2, I did not check protrusion of liners to block-----Bugger. After some more work, the engine was brought back to life.

I have had to be multiskilled with the radio and TV on and both front and rear wiring harnesses in my hands. What a mess. For some reason they had been cut by the painters when spraying the body. I also had to reconstruct the head and tail light assemblies on the lounge room floor. You can picture the scene (Some of you have been guilty of this). One of the major processes was to renew the brake system. First I had to remove the left hand side front drum----**DRAMA**-----shoes springs and clips were missing (perhaps left in Melbourne those years ago). In disgust, I pulled the cover over the car and came home and cried in my beer and then another. Thanks to Jacques Lynn, who I had previously bought items from, came to my aid and by email and phone has been of a great assistance to me and has been able to supply the missing brake parts.

Once the brake problem is resolved, the next steps will be the seats and trim, which are on hand, and the cosmetics done it will be all systems go. Because of my other cars, the Citroen DS and the CX, the Dauphine will get completed and I will enjoy and appreciate the qualities of this car. 🍷





Fuegos in France

By Marvin McFalls

Since my good friend Albert Nawrot moved back to France after living in Redding, California for years, I have been introduced to a few Fuego fans in France, but the most fanatical of them all has to be J.L. Rubio. Rubio, who goes by the nickname Spitz, is a retired French Naval officer. His dream or goal is to own a U.S. model Fuego. Since my friend Albert won't sell either of his, he has decided to part with one of his Fuego turbo diesels.

What he is looking for is a good original or restored Fuego 2.2 with a sunroof and all other options. In Europe this is known as GTX but in America it wasn't specified. In 1985 Renault sold the equivalent of GTX. It had alloy wheels, keyless entry, cruise control and other options. If anyone has a car like this that they are interested in selling or is looking to import a Fuego Turbo Diesel, contact me.

Let's see if we can help out our friend from across the ocean. 🇫🇷



The Back Page

Maurizio, from Milan, Italy, sent in these two pictures of his 2006 Mégane Coupé Cabriolet 2 Privilege.

—Kurt Triffet



New Club member
Louis Trickett, from
Boonville AK, sent
us this picture of
his 1965 R8, which
is currently being
overhauled and
restored.

—Kurt Triffet



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