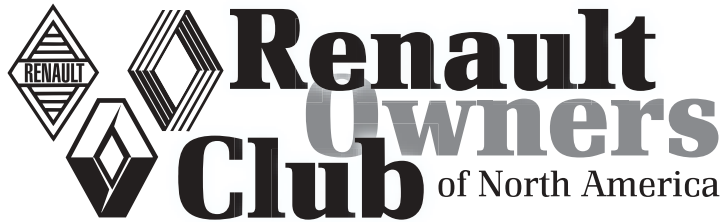


Renault News

58



4th Quarter 2000

October-December



Photo by Kurt Triffet

Best of France and Italy Car Show, Van Nuys, CA -P. 12

Editor's Notes	3	Encord Story	8	New Members	17
Renault Medallion	4	Indy 2000	10	Tech Session	18
Ohio Cars Update	5	Latest Renault Project	14	Treasurer's Report	19
Butter Pat Part II	6	Renault 19	15	Vintage Ad	20
		Events	17		

Renault Owner's Club of North America

www.renaultownersclub.org

email: info@renaultownersclub.org

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

Vice President/Club Liaison	Jesse Patton
Membership Secretary	Jacques Lynn
New Member Secretary	Kurt Triffet
Treasurer	Dene Barrett
Editor of Directory	Will Heinzmann
Editor of Index	(vacant)
Editor of Marketplace	Don McLaughlin
Editor of Registry	Diane Haley
Editor of <i>Renault News</i>	Marvin McFalls
Publishers	Bob & Carol Howard
Historian- Back Issues	Kurt Triffet
Webmaster (acting)	Kurt Triffet
Display Advertising	(vacant)

Alpine A310 Club rep.	Brad Stevens
ARROA Club Editor	Yves Boode
R5 Turbo Club rep.	Bill Dickinson

Technical Advisors	
R5 Performance-Competition	Bob Fogt
R18-Fuego-Medallion	Ray Dietz
4CV-Dauphine-R10-Caravelle	Jacques Lynn
R16	Stephen Grover
Alliance-Encore-GTA	Sam Stuckey
Premier (Eagle)	Chris Davidson

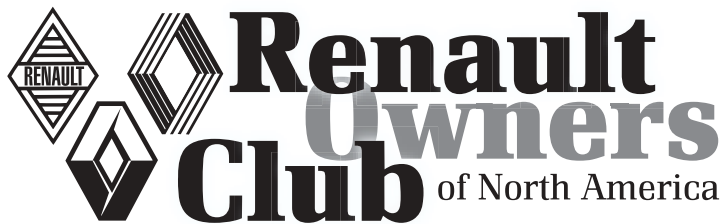
"Renault News" is the newsletter of the Renault Owner's Club of North America. This newsletter is published quarterly, along with the monthly "Marketplace" ads. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. Club publications will closely parallel the collective input of members.

THIS NEWSLETTER IS **NOT** AN OFFICIAL PUBLICATION OF RENAULT USA or Régie Nationale des Usines Renault. The opinions expressed here are those of the respective authors and not necessarily those of this club or 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: Send dues of US\$ 20 for the USA; US\$ 26 for Canada/México; or US\$ 30 for all other countries; as well as details of cars to the New Member Secretary:

Kurt Triffet, 7418 Collett Ave., Van Nuys, CA 91406

Renewals-Address Corrections: Send dues (as above) to **Jacques Lynn**, (619) 561-6687; 13839 Old Highway 80, El Cajon, CA 92021.



Classified Advertisements: Send to *Marketplace* Editor:

Don McLaughlin (717) 545-5930;
390 Linton Hill Rd, Duncannon, PA 17020

Articles-Letters-Correspondence: Send to ROCONA Historian, **Kurt Triffet**, 7418 Collett Ave., Van Nuys, CA 91406

Display Advertising: Send to **Jacques Lynn** (619) 561-6687;
13839 Old Highway 80, El Cajon, CA 92021

Back Issue Requests: Send US\$ 2.00 to ROCONA Historian **Kurt Triffet**, 7418 Collett Ave., Van Nuys, CA 91406

Inter-Club Liaison- Club Correspondence: Send to

Jesse Patton (516) 669-2598;
52 Nicole Place, West Babylon, NY, 11704

Registry Information & Changes: Send to

Diane Haley (860) 673-4135;
P.O. Box 265, Unionville, CT, 06085-0265

Directory Information: Send to

Will Heinzmann (616) 256-7661;
4567 N. Lake Leelanau Dr, Lake Leelanau, MI, 49653-9711

Technical Advisors:

Bob Fogt, 1145 Orchard Place, Mendota Heights, MN, 55118-4119

Ray Dietz (540) 638-8563;
1250 Lanier Rd, Martinsville, VA 24112-5212

Stephen Grover (519) 264-1727,
P.O. Box 216, Mount Brydges, Ontario, N0L 1W0 Canada

Sam Stuckey (423) 922-2236;
8544 Norris Lane, Knoxville, TN, 37938

Jacques Lynn (619) 561-6687
13839 Old Highway 80, El Cajon, CA 92021

American Alpine A-310 Club representative:

Brad Stevens (716) 394-3265
4652 Maiden Ln, Canandaigua, NY 14424

Alpine Renault Registered Owner's Association Club,

Editor: **Yves Boode** (630) 904-8526
3723 Parador Dr, Napierville, IL, 60564

R5 Turbo Club representative:

Bill Dickinson (818) 981-6595;
14548 Dickens St, Sherman Oaks, CA 91403

Editor's Notes:

I have enjoyed putting together the articles and photos for this issue of the Renault News, and am looking forward to seeing the finished product as much as everyone else. **Allan Meyer** as the newsletter producer will make a great addition to the club, and his years of publishing experience along with his love for French cars should be an unbeatable combination. Teaming up with **Bob and Carol Howard**, who will continue as the publishers, we will have a top-notch publication that should get even better over time. Next year we are planning to do four quarterly issues of the newsletter just like this year. I would like to see each issue published in a timely fashion: in March, June, September, and December. In order to do this I will have to have all the materials for the issue at least a month in advance.

I want to personally thank **Kurt, Jacques, Terry Zabransky, John Dyson, Vincent Gerardi, and John Smeaton** for their contributions to this issue. I don't recall an issue of the newsletter that I have worked on that has had so many different contributors and topics. Hopefully future issues will be similar. I will set the deadline for the spring issue after this issue is published. I want to try to give everyone as much notice as possible, that way hopefully more people will participate in the process. If you have any ideas for a story, or just questions or comments about this or previous issues feel free to contact me. I look forward to hearing from you. I hope everyone enjoys the new look of the newsletter, as well as the new features.

Club Prices on Tires Update

It was recently brought to my attention that Coker Tire Company in Chattanooga, Tennessee offers special price to car clubs. The only catch is that the club must order 25 or more tires. They sent me a partial list of Tires that they have available for Renaults. If the tires for your car aren't on the list, let me know the size of your tires and I will see if they have it available and what it will cost. The prices below do not include the cost of shipping. If you would be interested in order new tires for you Renault, please contact me at: 865-376-1056 or you can e-mail me at moose01@bellsouth.net

I placed this ad in the last issue of the newsletter. Due to the fact that the newsletter was late, the date to order had passed, so I wonder if some of you thought it was to late to place a order. We were never able to reach the minimum number of tires, so we couldn't place the order. So I have decided to make one more attempt at putting a order together. If you are in need of tires for your Renault get in contact with me. I plan on placing a order with Coker Tire after the New Year.

Thanks Again
Marvin McFalls

Tire size	Brand	WW/ BLK	Retail	Club
135-13	Michelin X	Black	\$ 75	\$ 62.75
500-15	BF Goodrich	2: WW	\$ 82	\$ 69.71
145R13	Michelin X	Black	\$ 84	\$ 74.75
155-13	Michelin ZX	Pinwhite	\$135	\$124.00
165R13	Kleber	Black	\$ 41	\$ 35.98
165HR13	Michelin XAS	Black	\$139	\$128.38
155R14	Michelin MXP	Black	\$ 91	\$ 82.85
135R15	Michelin X	Black	\$ 92	\$ 81.97
135R15	Michelin ZX	Black	\$ 77	\$ 53.90
135R15	Firestone	Black	\$ 75	\$ 65.62
145R15	Michelin X	Black	\$110	\$ 98.01
145R15	Michelin XZXT	Black	\$ 87	\$ 78.35
145R15	Michelin ZX	Black	\$135	\$123.00
145R15	Firestone	Black	\$ 79	\$ 69.00

Medallion - Take it or Leave it

By Vincent Gerardi

About a year ago I joined the Renault Club. Old **Jesse Patton** had heard that I, like **Marvin McFalls** had long wanted an R 17 Gordini. He recommended our Renault club as a good source for these vehicles, and I became a member.

As a youth in the seventies, I'd see a few Renaults in the neighborhood, mostly R 8 and 10 models. The R 17's impressed me as being rather rare and I always like them very much. By the time I was ready to purchase one, it was 1984 and I had a tough time finding one. For the time being I settled for a 1972 Skylark, temporarily. This year I finally got my Renaults (two) but as luck would have it, they turned out to be Medallions! Both are 1989 models. I get the impression that this particular model of Renault or Eagle as they are called, are fairly unloved or unpopular by their owners and even by some members of our club. However, in my opinion they are clean and neatly designed automobiles. With my background and know how, I should be able to make excellent runners out of these cars.

Of the two, the blue Medallion cost me \$200. It came with a bad fuel pump, which I have changed. The white Medallion, is an LX model with power windows, alloy wheels, etc. It has high mileage and I had to change the transmission in it. Since then, it has given me faithful service. I bought this car for \$275 and originally intended to use it for a parts car, but I considered it to nice to go that far. Being no novice to transmission work I found that the old transmission (an MJ-3) in the car was melted down inside.

Rebuilding this one would have been cost effective, so I simply began to hunt one down in a wrecking yard. I found one for \$350 and it was clean looking 59k miles unit, from Biscayne auto wreckers in Bay Shore, New York. Installing it in the Medallion, I struggled through the rear mounts, converter bolts (ugh!), and sway bar, which wouldn't line back up without a great deal of effort on my part. The wiring harness on the unit was like new, which surprised me for a junkyard piece of equipment.

Now, she was ready for a road test. To my surprise, everything worked perfectly.

Photos below, above right: Vincent Gerardi. Small publicity photos, right, from Eagle.



Good old **Pierre Tocco** of Copaugue, N.Y. supplied me with a new front seal and new front pads for the brakes. **Jesse Patton** helped me out with some original Renault Medallion Manuals, which I am sure will come in handy. Being a Medallion though, electrical problems seem to arise and my starter is intermittent at times. I can probably solve this problem by placing a relay at the starter, supplying 12 volts directly from the main battery cable when the key is in the crank position. (This worked for me on a Fiat Bertone I had one time after much changing of solenoids and starters that was unnecessary)

Looks like the front wheel bearings will have to be replaced as well. To me, it looks like a difficult and expensive operation. There are two torx nuts on each rotor, which will not come free without being torched out. Someone put the wrong tool on them and stripped them out. Isn't this always the way with mechanics that know nothing about Renaults, and our bad luck to find them that way and correct the costly mistakes? The worst part about this is that I to take the sway bar off again so I can separate the spindle from the A-arm. I have a lot of irons in the fire but I can't spurn the feelings I have for such lovely cars as these. I also have a Porsche 914 clamoring for attention as well.

As of the present, the white Medallion is my personal vehicle. I utilize a Ford Taurus for work. From what I have heard, you have to own at least two Medallions if you want to drive one all the time, being that they are the most problematic of all the later Renaults here in the U.S. However, I think



Ohio Cars Update

By Marvin McFalls



Photos: Vincent Gerardi

that a lot of the problems with these cars can be traced to an uncaring and unsympathetic owner. As with many past and present Renaults, Jags, Alfas and VWs, with the dealerships involvement in maintenance it is a wonder these cars lasted



ten years or more. And while both of my Medallions were destined for Valhalla, hopefully I can help them survive for another ten years. Maybe I'll have the only surviving Medallions in the United States!

I know there are at least three or four other members in our club that maintain Medallions. I would love to know what situations they have been through with their vehicles and so would the rest of the membership. After all, they are rather rare and the fastest come and gone models that Renault or Chrysler sold in the United States.

Editor's Note: A tip I picked up from **Sam Stuckey** that will come in real handy for **Vincent** and other Renault owners that have had trouble with torx head bolts on rotors. Instead of using a torch, get a good center punch and hammer and turn them out. This can also come in handy for Fuego owners as well. The problem with these bolts they are only intended to hold the rotor on before you bolt the wheel on. Not knowing any better some mechanics will tighten them up like they hold the rotor on the car. When you try to back the troqued bolts out one of two things will happen. You will either break your torx bit or strip out the hole and usually a little of both.

After returning from Ohio with the Medallion Wagon and the Fuego Turbo, we have been quite busy disassembling them. We removed the Transmission from the Medallion and put it into my Mother's Medallion. I have also sold several parts off the car to a customer who had been waited many months for Medallion Wagon parts. As well as removing the bumper covers and nice (non-yellowed) headlight lenses. It didn't take long to find a buyer for them as well. As for **Mike Dickerson's** Fuego, I took the wheels off and put them on my Fuego. I put a set of Michelin TRX metric wheels back on the car. I also removed the canvas from the French Top and put it on my car. I have also sold a few other parts off the car, and I have a couple customers interested in the custom built engine. One has a Lotus Europa and he has considering changing to a turbo charged engine, while **Michael Pickholz** has shown interest in using it in an 18i. Since the early 80's he has had an idea for a R18 Turbo project.

Sometimes, an old car that one person no longer needs can be a lifesaver to another person. These two cars have become popular donors lately.



Photos: Marvin McFalls



Butter Pat—Engine and Transaxle

Chapter 2

Text and Photos By Jacques Lynn

The first chapter in the last newsletter was an introduction and general overview to my 4CV conversion. Starting with this issue I will get more technical and as I write I'm discovering The Evolution of Butter Pat would take me a book to cover. There was a lot of trial and error evolution I'm going to have to leave out. I'll just have to stick to the finished car as far as its come. I expect the evolution will continue awhile though. Therefore this article will be leaving out the initial title The Evolution of Butter Pat. I hope I don't lose too many of my readers with all the technicals.



The front wheel drive Encore or Alliance 1400cc motor is nearly identical to the much earlier Caravelle S, R8 and R10 Sierra motors with the major difference, besides its cc increase, being its modern fuel injection and computerized ignition. I had decided to learn this newer version by installing it in my 1958 4CV. **Jonathan Burnette**, my mechanic friend, promised to help. I don't really think he knew of all the questions he was getting into, but to his everlasting credit he stuck it out and I did it.

There were several decisions and problems that had to be handled. First was the transaxle. The Alliance 1.4 motor will mate up with the 4CV transmission using the R10 bell housing, but my feeling was that old 3 speeds 314 box wouldn't be up to it. Better was the 330 gearboxes that came into use near the end of the Dauphine line in about '65. It was used on up through the R8, R10, R12, R15, R16, R17, and R18 motors with basically the same gearbox getting modified outer cases for different applications. It turned out that the complete R10 transaxle unit would bolt up easily to the 4CV body. The only modifications were 1) grinding off the 2 inch factory welded

saddle blocks from the frame (not usually welded on most 4CV's, and 2) Cutting a small hole in the inner fender well to accept the shock tower of the new transaxle. Clearance between the transmission nose and the car body was nil.

The Alliance flywheel is a mite too big for the R10 bell housing. An R5 Le Car one with its clutch assembly will work in its stead so long as the sleeved pilot shaft type is used (R1192 cars). The particulars of this step are the same as described in **Kevin Johnson's** and my articles (Feb 92, Feb 93). This approach works fine if you are changing to the old distributor and carburetor, but the electronics in the stock Alliance depend on a magnetic RPM impulse from the flywheel picked up from a sensor on the bell housing. **Larry Claypool** in a Feb '99 article explains a different approach that allowed him to keep a modified original flywheel and clutch assembly. Jonathan Burnette on the phone from Texas showed me how I could do it differently. The R5 had a 1400cc motor with a pointless distributor and coil that did not depend on a computer like the Alliance had. It fit in nicely and I took the tach signal off the negative side of the coil in place of the bell-housing pick-up.

Jonathan, on a visit to my place, stripped the wiring harness I'd pulled off a junkyard Alliance. More than half the wires weren't needed. Basically there were 5 engine sensors 1) water temp, 2) manifold air temp, 3) O2 in the exhaust, 4) manifold pressure, and 5) tach. Also there were a number of circuits the computer needed to

know about 1) wide-open throttle switch, 2) idle-speed control motor, 3) closed-throttle switch, 4) starter signal, 5) ignition signal from the key, 6) fuel pump relay, and not to forget 7) a

Tilt of the throttle body indicative of angle the motor sat in Alliance.



ground. I closed off the EGR system by cutting off the large diaphragm and closing up the hole on the remaining cast iron base.

Actually there are two basic kinds of Alliance-Encore 1.4 motors, the throttle body injection models looking very much like the average carburetor used in 49 states, and the manifold injection system on California cars, which have a fuel injector at each intake port. I first tried to use the California model, but its large bulbous aluminum plenum chamber interfered with the 4CV engine lid. Thus I used the throttle body injection on Butter Pat.

A lot of design features had to be taken into account. It took me 2-3 years to get it almost right. First I decided to put the radiator up front and an R10 fuel tank hanging from the back window shelf just above the transaxle where the radiator had been. The fuel injection system required a high-pressure fuel pump (90 lbs/sq in from VW van) gravity fed from the bottom of the tank where the drain plug had been. I used a square VW fuel filter in front of the pump, which just happened to have the correct change in hose size, built into its intake and exit tube. A return line from the throttle body was required, which I placed above the tank as far from the pump line as possible to keep bubbles of returning fuel from getting sucked up into the pump.

Where the fuel tank had been there was now room for the radius rods used with all the Sierra engine cars. They are essential for stability of the back axles. The 4CV and Dauphine never used them because theoretically their motor was not powerful enough, but a lot of high-speed instability can be traced to shifting axles in those old well-worn models. I used the same rubber bushed mounting brackets with angle



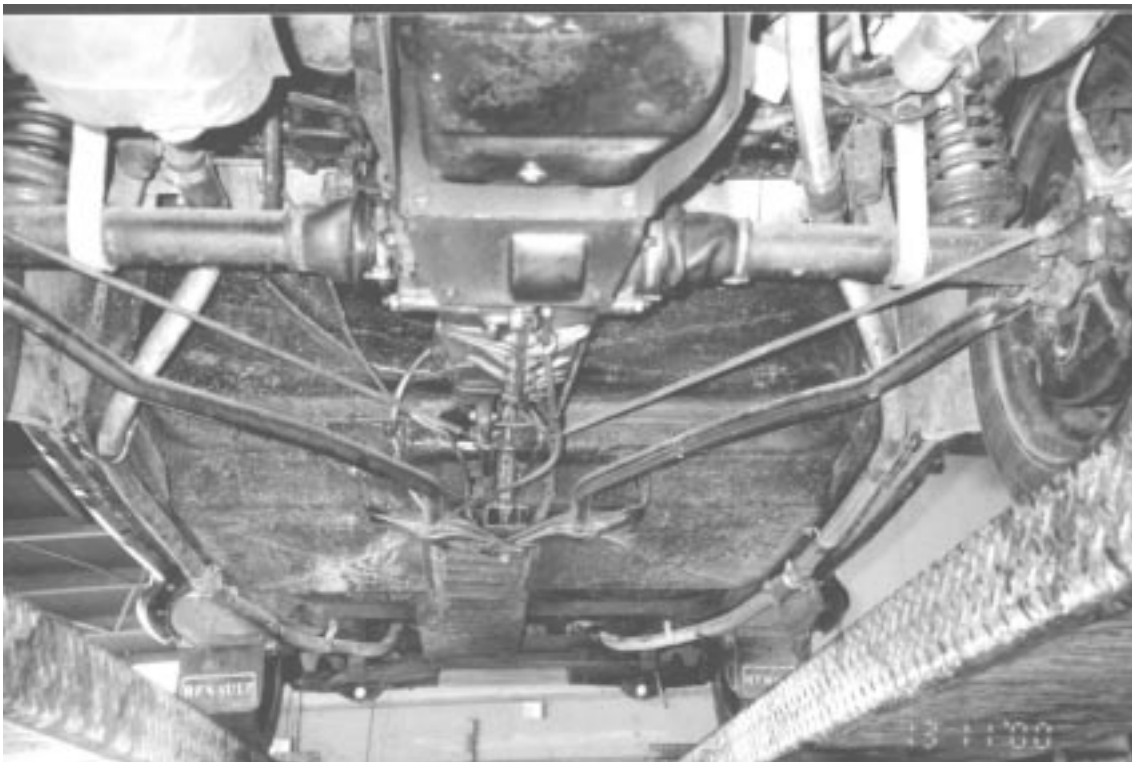
Photo by Kurt Triffet

iron to affix the radius rods to the underside of the body, careful to keep the pivot points in line with the swing axle universal joints in the transmission.

The rear engine mounts were R10 using its metal crossbar and the mount enclosing safety boxes. Two interlocking angle irons on either side allowed height adjustment and fixation of the too-short cross bar to the 4CV frame. The longer length of the 330 transmission and the limitations of space under the engine lid barely allowed enough room. The water pump was swapped out with the smaller R10 one minus its fan blades of course, but I still had to grind away a part of the surface of the manifold and pump body where they interfered. At its nose, the transmission was up against the floorboards. They ended up a sounding board for transmission noise, which is something I still have to work on.

A little alternator with built in regulator (Oct '94 newsletter), a Sterbo free-flow muffler with two Harley motorcycle baffles, and a three-door cabinet above the gas tank finished off the engine compartment. The cabinet held the engine computer behind one door, a jack and engine oil behind the next, and the coolant-degassing bottle in the third compartment.

More on that in chapter 3 (cooling and heating).



The ENCORD Story

Text and Photos By John Smeaton

The Encord is a one-off hand crafted roadster inspired by the 1936 Cord 810 and based on a much loved 1979 Renault 5 GTL, its dimensions, except for height, which is 10 inches less, are almost identical to the R5 mother car. It has cost, to date, the equivalent of about U.S. \$7000 and given me about 4000 hours of pleasure in its construction.

The story really began in the late 30's when as a boy, perched on a favorite hillside, I spent hours watching the cars go by and dreaming. It lasted less than a minute and was gone forever, but the sight of that white Cord Westchester stirred my soul. All the other cars I saw have faded from memory.

I have owned a number of interesting cars including various MGs, a Mini Cooper S and Lotus Elan and since the 70's, French cars: two delectable Citroen DS 21s, and ultra reliable R12, a Fuego 2.2 and, of course, the R5 which is the subject of this tale. Perhaps it is as well that I never had the means to own a Cord, as it remains intact in my dreams unbesmirched by hard reality. The cars mentioned, each had merit in their own way and set standards and objectives for the Encord.

The little R5 served well, often carting four cyclists, their gear and bikes (on the roof) from Ottawa, where I live, to Vermont or southern Ontario. In the seven or eight years before it went into the pupae stage to be re-born as Encord, the only failures were lower ball joints, and weeping radiator core and a gradually weakening fuel pump. Body integrity was another matter though and in our harsh climate, on heavily salted roads. French and Italian cars did not, in the 70's fare to well and the little Renault was no exception. The thought of having it go to a wrecker was too much to bear and that's when the plan was hatched.



Car is Cord-inspired. Renault R5 seats, mirror. Windshield frame cut down from R5 door window frames.

Appearances aside, the soul of the R5 is remarkably close to that of the Cord. Both ride on torsion bars, both are monocoque construction (no separate chassis frame) and they share a tranny ahead - engine behind forward layout. The Cord as a sedan is beautiful but as a roadster it takes your breath away. Could this work for my dear little Renault?

I started working on the concept in 1988, measuring and sketching. It seemed feasible to do it with not too much money, hand tools and plenty of time and patience. The Renault was carefully taken apart and all the useable pieces cleaned up and refurbished. The single car garage was converted into an assembly shop with a homemade hoist and sit-down pit. I bought an air compressor, 3M fresh air supply suit, paint gun and a set of acetylene torches (not to be used at the same time puu-lease). The design was laid out one/tenth scale before any construction began and all this took the better part of a year. I will not bore you with how the work was done but if anyone is really interested they have only to ask (e-mail preferred). Suffice to say skilled tradesmen might laugh at the methods I used.



CHASSIS: The 'frame' starts with the front section, including the suspension mounting points, cut away with a hacksaw from the main R5 body shell. A box section perimeter frame 2.5 inches wide and 7 inches deep, fabricated from 18 gauge zinc coated steel, is welded to the R5 cutaway section and the part of the body behind the doors is supported on a structure of 1 inch square tubes which also protect the R5 fuel tank. A 4 inch center 'back-

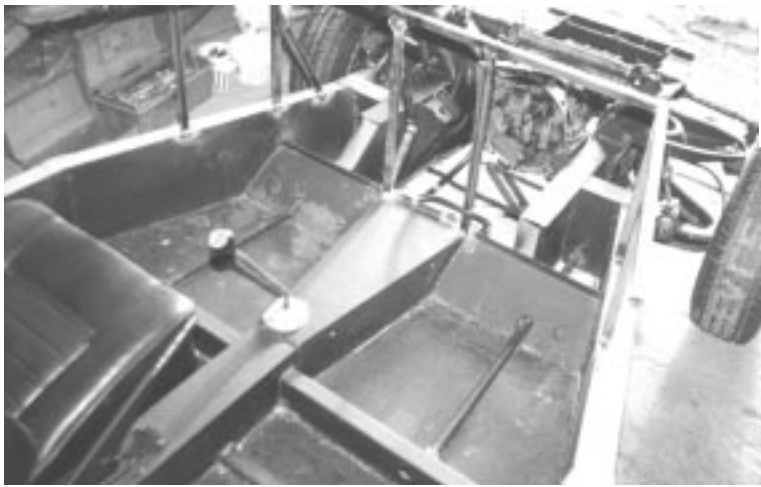


Photo Left: R5 torsion bars above rather than under floor. R5 gear shift lengthened and plastic bushes replaced with oil-lite bearings; shortened the throw. R5 seats painted, but still good (vinyl on R5 GTL.) R5 handbrake modified to fly-off action for fun and to fool would-be joy riders.

bone' encloses all the things (except the exhaust) which are under the floor of the R5: gear shift rod, brake and fuel lines, wiring, hand brake cables, the lot, and holes through the second cross-member allow the front torsion bars to run above the floor, inconspicuous under the carpets, between the passenger's feet. These improbable shenanigans allow the floor to drop 2.5 inches with no loss of ground clearance. An integral padded roll over bar provides for the door closure brackets, upper seat belt attaching points and roadster top irons.

POWER TRAIN: The engine and transmission are unmodified but the gearshift lever has a shortened throw, and iolite bush replaces the plastic one and the whole assembly has been gone over to remove any vagueness. I fabricated a front muffler of stainless steel to the same inner parameters as the

original and the exhaust is carried down the outside of the body through a 1 5/8 stainless tube to a 'bullet' type rear muffler. The R5 air cleaner is located just in front of the windshield and separated from the engine so the carb breathes cool slightly pressurized air. The Rad was re-cored with a thicker core and the (original) fan now only comes on when the car is stopped in traffic. The Renault 810 engine supplied to the Canadian market is very similar to the European spec so it was no hardship to retain the pollution controls intact. Besides it is the law and we always observe it don't we?

SUSPENSION: Lowering the car is a simple matter of re-setting the torsion bars. I made up a special tool, which was just as well, because it took more than a year for the rubber suspension arm bushes to stabilize at the lower setting and the bars had to be reset several times. The upper arm pivot location and length were changed to accord with the new ride height and to keep the heavily loaded outer front wheel vertical in hard cornering. These changes combined with a bigger diameter anti-roll (sway) bar and more rearward weight bias have combined to eliminate under steer. The steering response in Lotus Elan rapid helped no doubt by 175-70 13 tires on the original 4 1/2 inch rims. The same formula as the Elan used.



Photo Below: Front muffler is hand made stainless, same internals as GTL. R5 fuel tank rust removed and repainted. Complete undershield to protect it. R5 air cleaner takes cool air from in front of windshield. Hand-fabricated perimeter frame 18 ga. zinc-coated steel.

Left: Overall length, R5: 142", Encord: 144". Width, R5: 60", Encord: 60". Height, R5: 55", Encord: 45". Wheelbases, R5: 95.8"/94.6", Encord: 95"/94". Front track, R5: 50.7", Encord: 50.7". Rear track, R5: 49", Encord: 49.5". Ground clearance, R5: 5.1", Encord: 5.5". Flat bottom, nothing hangs underneath.

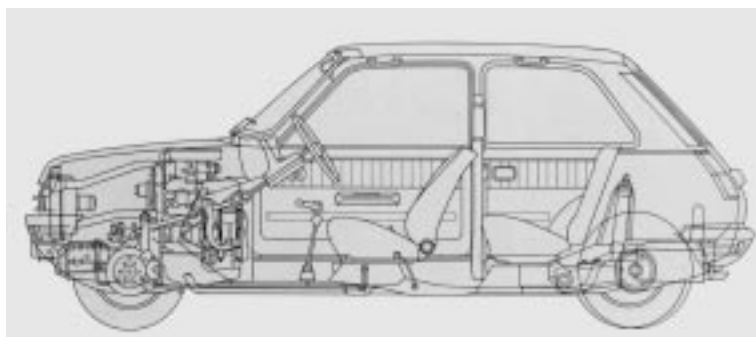




Photo above: R5 switches, speedo, fuel gauge and voltmeter with new d.i.g. faces. R5 instrument lamps, windshield wiper mechanism, and heater. R5 seat belts.

FOR THE DRIVER: The original vinyl seats, re-colored brick red, are still in excellent condition and wonderfully comfortable mounted on the floor. The steering wheel is more vertical and centered on the driver and all the original switches and the gearshift knob are located within a handspan reach of the steering wheel rim. The Renault gauges are retained, supplemented by a tach, oil pressure and temp gauges; all are refaced with red figures on a beige background – my interpretation of art deco. The instruments are mounted on an aluminum panel and visible between the spokes of an old alloy Les Leston sports wheel. The brake and clutch levers are shortened and re-angled and a long curved alloy pad is attached to the original throttle lever. Just for fun I converted the hand brake to a fly-off type, which is sure to bamboozle any unknowing driver. The Renault fuse block is labeled and hides in the glove compartment; there are map pockets in the doors and a hidden lidded compartment for camera, purse, etc.

BODY: The hood is steel tube framed sheet aluminum; the compound curves and front section formed with 5mm luan mahogany plywood and fiberglass body filler. It is hinged just behind the front bumper. The louvers and fenders are fiberglass, the bumpers are of similar construction to the hood, and the doors and deck lid also expect that the framing for these is oak and the paneling luan ply. The Body behind the doors can be lifted off in one piece to give access to the rear suspension, fuel tank, etc. The trunk houses the spare, vertical at the back, and 8 cubic feet of what have you.

The Encord was first licensed in 1993; it is driven regularly, except in the winter, to do the shopping and it takes us on one or two over-night trips a year into still beautiful rural eastern Ontario. It is a wonderful conversation starter wherever it is stopped, a joy to drive and as good and willing a servant as the Renault from which it came.

Formula 1 - INDY 2000

By Terry Zabransky and Judy Napoleon

This year we decided to forego our annual trip to Montreal for the F1 race and attend the inaugural F1 race at the Indianapolis Motor Speedway. Since we've never been to Indy, it seemed like a great opportunity to see the speedway and a F1 race at the same time.

We left Chicago at 5:00 AM Friday and by 8:00 AM we were at our hotel. After Checking in, we headed out to the track, which was only a fifteen-minute drive. We pulled into our lot right across from the track with no problems. The crowd was very small on Friday.

In Montreal you have reserved seats for all three days, but at Indy, Friday and Saturday are open seating days, so you can sit anywhere! This allowed us to sit at several different locations and enjoy most of the track. We spent most of our time right in front of the pits. Great Seats!!! The new construction, including the pagoda and the pits was gorgeous. **Tony George** outdid himself on this one. The style and construction are outstanding! I've seen many ovals, but I must admit that Indy is one "impressive" track. The size is commanding and with the sounds of F1 cars, it's unbelievable.

After Friday's practice, Judy and I went to the Indy Museum. Don't miss this if go to Indy. The cars and the history displays are fantastic. There was even an early 1900's Renault racecar on the floor. Next we went back to the hotel to meet our friends from Montreal who came down for the race. That evening we went to downtown Indianapolis and had an excellent Italian dinner at "Bucca de Beppo", a great family style restaurant. Try "Bucca" if you're in Indy, you'll love the food and the atmosphere.

Early Saturday morning it poured, but by 6:00 AM it had stopped. It was a gloomy and overcast day, but our spirits were high for F1, so we got to the track at 8:00. There were more fans than Friday, but still not full. We enjoyed morning practice and an excellent afternoon qualifying session. We spent the rest of the day buying t-shirts and souvenirs and enjoyed the ambiance of the Indy Motor Speedway. One large tent had forty vintage F1 cars on display. It was great seeing the yearly evolution of the F1car.

Saturday night, we went back downtown and took in the “Hard Rock Café” for a while and then had another great dinner. We got back late, but were up early for the race. Sunday morning was overcast with a forecast for rain. On our way to the track we could see that Sunday was the big day! Traffic was heavy and the stands were full by 10:00 AM. At 10:15 it poured for 1 1/2 hours, but by the time the race started at 1:00 PM most of the track was dry except for some areas of the infield.

Our seats were located at the Southwest corner of the track. We have a great view of the cars coming into the second oval turns and then blasting up the straightaway. The cars sounded fantastic!!! Generally it was a good race, but could have been closer if **Hakkinen’s**, McLaren didn’t blow an engine so early on. After that, it was a cakewalk for the **Schumacher** Ferrari to take the win, although there was an excellent battle for 3rd, 4th, 5th, and 6th positions.

After the race it took us only twenty minutes to get to the car, but here’s where it turned ugly! It took us 2 hours to get out of the parking lot and then another 6 hours to get



home!!! Between the traffic and construction it was terrible. I really thought Indy had better traffic control??? We arrived home around 11:30 PM. Our friends from Montreal stayed with us on Monday and Tuesday and took in the sights of Chicago. They cooked us a fantastic dinner at our house on Tuesday evening and then they were on their way back home.

All in all, it was a great five days. I would recommend the F1 an Indy to anyone. Just be ready for the traffic!!! As we sat around Tuesday evening, we agreed that the Indy F1 experience was worth while and we would do it again. We also agreed there’s nothing like F1 at Montreal. It’s still the best!!



Photos this page from T. Zabransky



The Best of France and Italy

November 5, 2000

Woodley Park, Van Nuys, California

This year's event was quite large, with 260 cars encompassing almost every French and Italian marque. The R-5 contingent made a strong showing with around 10 really nice Turbos and others. Renault club member **Jonathon Burnette** drove all the way from Austin TX with two cars, a turbo-diesel Fuego and a 65 R-8 Gordini (which he promptly sold at the show!). **Jacques Lynn** brought his newly restored 4 CV, "Butter Pat," (the restoration of which has been chronicled in the newsletter). Unfortunately, his car was rear-ended in a parking lot only a few days before. (Don't cry for Jacques, as he will be selling parts to himself courtesy of the insurance company)

Kurt Triffet drove the grueling one mile from his house to the show in his '67 Caravelle (and where was **Joe Hernandez** to out show everyone with his immaculate Caravelle? ;-). Club Treasurer **Dene Barrett** came in his (gasp!) Citroën; and finally, not actually entering their cars (to avoid the \$15 entry? :-) **John Callan**, with his newly purchased Dauphine, and **Denny Moynahan**, with his '65 Caravelle daily driver (a miracle on wheels). **Michael Harper-Smith** brought a slew of wonderful French and Italian vehicles (as usual) including a beautifully restored Ferrari motorcycle and a Renault Goelette. **Allan Meyer**, our new newsletter production guy, was there snapping pictures and chronicling the event for both our club and the Citroën Club. Allan is also one of our club's newest members as well. Other attendees included **Kevin Pope**, in an always cheerful mood, **Will Kostman** and **Pierre Voyamont** were there, as well as fireman **Don Contreras**, who didn't bring his Caravelle but decided to downgrade his mode of transportation to a new Porsche Boxster.



Photo from A. Meyer

Photos top, above & below from Kurt Triffet





Photo from Kurt Triffet

Opposite Page: Johnathon Burnette and R-8 Gordini (top), Jacques Lynn and Treasurer Dene Barrett uphold club banner (middle), view of the many 5 Turbos and the Caravelle (bottom).



Photo from Kurt Triffet

This Page: John Callan's Dauphine (above), Kurt Triffet's Caravelle (below left), Michael Harper-Smith's display including Renault Goelette truck (bottom left), Jay Leno brought one of those *other* French brands, a Bugatti (bottom right).



Photo above from Kurt Triffet, below from A. Meyer.



Photo above from Kurt Triffet, below from Lincoln Sarmanian



The Latest Renault Project

Text and Photos By Marvin McFalls

Most of the time I write stories about what Sam and I are doing, but this story is about our good friend **Marty Mckee's** Latest Project. For those of you who don't know Marty, he has been a Renault guy since he was 14 years old. He currently spends almost all his time working on other people's cars at his repair shop. When he does get a chance to work on his own car, he hasn't had much luck with his Renault in recent years. He had tried to take his Fuego Turbo to the last two meets in Ohio and Illinois, but had to turn back to make repair to his brake booster, gas tank, and even a harmonic balancer. After many years of service, the car has just decided it no longer wishes to leave the state of Tennessee I suppose. So he decided to turn his attention to another Renault.

Marty always wanted to drive my LeCar whenever we went anywhere in it, so last fall when we heard about a red 1982 LeCar Sport in the Atlanta area. I thought this would make a great project for him. The car hadn't been driven in more than five years, but I could tell that the previous owner had loved the car. He had even bought a car cover to protect

it from the elements. The car had less than 40k miles, and overall was in pretty good shape. The reason the car was originally parked was due to a bad clutch, but while it was parked it fell victim to foul play. Some kid had actually climbed up on top of the car and jumped around and fell thru the French Top. While this was disappointing it didn't any way deter me from buying the little car. We loaded it up and took it back to home.

On the way home, I told Marty he better not let this car sit around or I would take it home and fix it up myself. I guess that this motivated him, because he would work on now and again. He had to set it aside over the winter and spring, as he was spending all his time working on building a new shop. After missing the Illinois meet back in June he began spending more and more time on it. The first thing he discovered was that Carburetor needed to be replaced as well as the catalyst. Luckily we had a new carburetor sitting on the shelf, but when he put it on and started the car up it leaked out of the accelerator pump diaphragm. After a few more small setbacks, he finally was able to get the car running well. Now it was time to change the clutch.



Renault 19

By Marvin McFalls



Since I have been involved with club almost all of the articles have been about U.S. model Renault. While some stories of Renaults that were not sold in the US market have made it into the newsletter as well such as the R4, and R7 and I am sure others. But I haven't ever seen an article about Renault sold since they quit selling cars in North America. I have decided to do a series of articles, featuring Renaults that have built and sold since 1987. Many club members have never seen these cars and I hope that you enjoy the introduction. This first installment will feature one of my personal favorites the Renault 19.

For most people, me especially, this is a very difficult job. This normally means taking out the transmission, and for some people they have even just become so frustrated they pulled the motor as well. Over the years he devised a way to change the clutch without removing either. One of these days we are going to have to get him to do a tech article about this. The whole project only took about three hours. After almost six years the car was actually moving under it's own power.

Of course, after driving it about twenty miles the water pump started leaking, and it had to be replaced. Next it was time to pull out the top and take it to the upholstery shop. While the top was at the shop, it was time to put a full detail on the car, as well as paint the faded bumper covers. All and all it looks good. It could probably use a trip to the paint shop, but for now I think it looks good. Marty plans on parking lot racing the car in the SCCA ranks, and hopefully we will see him at the next Renault Gathering in his LeCar Sport.

The R 19 was introduced in 1988 as Renault new mid-size car, the same year as the Renault 25 (Eagle Premier). As many people know the number 19 would generally be used to represent a two door Renault. In this case the R 19 featured both two and four door models, similar to the R 5 and R 9 (LeCar and Alliance). The 19 had sporty models as well as more family-oriented cars. The first ones featured a 1.4 litre economic engine and a peppier 1.8 litre engine, and a traditional European 1.9 litre diesel engine. These first cars quickly developed a track record as dependable cars. After a few years, many people in France began calling the R 19, "The car that does not break".



Photo above: from Marvin McFalls.



Photo above: R 19 interior from Renault publicity.

Renault 19



Photo above: Renault publicity.



Photos above & below provided by Marvin McFalls.

Over the next few years the R 19 underwent some changes. The two door coupe seemed to disappear, and was replaced by the R 19 Cabriolet. The four-door model also became sportier. More aggressive looking ground effects as well as spoiler were seen on most of the four doors. Some new engines were also introduced. A 1.8 litre 16-valve engine was used in the top of the line cabriolets and sedans. While a turbo charged diesel engine was also introduced in the four door models.

By 1994 the Renault 19 had become a very popular car in Europe, but its time was running out. The Renault engineers had designed a new mid-size car. This one was much rounder and more aerodynamic. This car would become known as the **Megane**, but will save that for another day. Today, there are still thousands of R 19s, mainly in Europe. I believe that many owners will hold on to these cars as long as they can. They may develop a similar cult following like the Fuego or the R 15/17 have.



Photo below: R 19 dash from Renault publicity.

Photo above: Renault publicity.



Events

January 1, 2001

If you can't get enough of neat cars and really neat people, then join us on New Year's Day at the corner of Pacific Coast Highway and Topanga Canyon. Every year, Phil Hill and a bunch of us car nuts meet at approximately 8:30-9:00 AM. After well wishes around, and route instructions handed out, we all set off north on PCH (Highway 1) for a drive. Somehow we end up on some fun twisties and rendezvous at a mountain top park for a picnic lunch- bring your own basket. The view is spectacular, if a bit cool (bring a blankie). All types of cars are invited. This is not sanctioned by anyone or any group- it's just for fun. Last year we had over 130 cars of all types- from a Brass-era Pierce-Arrow to the newest Ferrari. Jay Leno is usually a regular with some fun toy. All your friends are welcome. Bring that cool car out of the garage and bring in the new millennium the right way.

-From Dave Bouzaglou

Welcome to New Members!

October 2000

Earl Cagle	P.O. Box 72	Dike, TX	75437
Frederic Holtgren	23491 Milton Rd.	Wauconda, IL	60084 foxfire129@aol.com
Allan Meyer	P.O. Box 6695	Woodland Hills, CA	91365-6695
Calvin Ricketts	209 S. Merchant	Emporia, KS	66801 calvinr@osprey.net
Patrick Stafford	21440 Kings Hwy.	Fairview Park, OH	44126 patmardag@aol.com
Bryan Yoder	3716 NE 18 th	Portland, OR	97212 r8owner@aol.com

November 2000

Gary Anderson	6124 Edlynne Rd.	Baltimore, MD	21239
Tate Casey	432 Acacia Ave.	Corona Del Mar, CA	92625 co22149@home.com
Bo Danenberger	104 S. West St.	Danvers, IL	61732
Jeremy Grosvner	P.O. Box 2576	Amagansett, NY	11930
François Zimany	8001 Michigan Ave.	Oakland, CA	94605



Tech Session

Alliance Convertible, Window Regulators

By John Dyson

Before doing anything, read and understand all of these instructions, so that you "measure twice, and cut once".

First, procure all 4 regulators from a 4 door Chevrolet Citation..... You need them all to do the 2 front windows for the Renault. You need 2 crank handles, too. Mine came from the local junkyard.

You will also need new plastic "ladder tapes" for the regulators since your finished product is 7 1/8" longer than the front regulator of the Citation.

I purchased the tape by the foot from a Chevrolet dealer, but it is available from J.C. Whitney as well.

Remove the crank assembly from the front tracks by drilling the rivets where the track attaches. The front ones are the longer units.

Remove the old tapes to be discarded later.

Cut 7 1/8" straight track from the rear regulator...the part attached to the crank assembly. Leave the crank assembly attached. Measure the metal track only; use the overall length including the end riveted in the regulator

Butt weld the cut piece with crank assembly to the long, straight section of the front regulator so that you have a complete, longer regulator with crank assembly.

Grind the inside of the track smooth at the weld joint as required.

Note: The rear crank's shaft is shorter than the front, and fits the Renault door better. You will not need the plastic spacer from the Renault crank handle.

Cut and install the new tape. Use the old front tape and add a minimum of 7 1/8" for the new one. It's better to add a little more than have it too short. A little extra will be ok.

With the door apart, and the window and Renault regulator still in place, carefully mark the centerline of one of the 2 attachment bolts between the window bottom channel and the old regulator so that you have a reference to align the new one to. Do this with the window both up and down.

Remove the Renault regulator and the window.

Hold the assembly roughly in place and mark the door to cut a relief slot for the new regulator track. The door has a raised internal ridge that will prevent installation of the regulator without making the slot.

For reference, the approximate center of the slot is down 5" from the top edge of the door and 12 1/2" rearward from the centerline of the regulator crankshaft.

Cut the slot with a hobby tool like the Dremel Motor-Tool. Keep the slot as small as you can, since the ridge is part of the inner panel structure. Do not cut the slot into the opening just forward of it. Leave about 1/2" minimum and bend that portion inward to clear the track (bend toward the inside of the vehicle).

Paint the cut edges to prevent rusting.

Out of a piece of 1/4" plywood, cut a C shaped filler for around the crank assembly. The Citation crank assembly has a raised portion and is not flat.

The filler will make the mounting surface flat.

Place the regulator in the door. It will fit with some gentle pushing and shoving and without any damage.

Position into final place. Be very careful to align the top and bottom of the vertical part of the track with the marks from the old regulator installation. Do this so that a similar window channel attachment hole can be used on the new regulator and the window tracks correctly when raised and lowered. You will need to pay special attention to position the track top and bottom to get the right travel for the window. I remember that a little bending at the top curve of the track was necessary since the angle between the vertical and the length with the crank is a little too tight. The new regulator does not have much over travel available since the Renault glass is a little taller than the Citation's, so be careful to position at the correct height.

Photo from Renault Publicity



Mark and drill the holes for the crank assembly. I used 3 of the 4 available.

Using the upper flat tab of the new regulator for mounting purposes, and with the regulator in final position, drill the upper part of the door opening and the tab. The upper part of the flat tab will rest against the inside of the upper opening lip.

Use steel pop rivets, and rivet into place. Do not use aluminum rivets as they have too little strength. Bolt the crank assembly with the spacer in place.

Fabricate an offset bracket to go from the inside the forward edge of the lower door opening to the bottom of the vertical track; about 6" piece of heavy gage flat stock will do. It should have a 3/4" offset and a slight twist.

Drill holes in the bracket 2 3/8" on center. Drill the existing track tab and the door to accept the bracket. Bolt into place.

Install the window.

One existing regulator hole will mate with one on the window track.....the one that special attention was paid to. Drill the track for the other and bolt into place.

Cement a piece of Velcro over the very top curve of the regulator channel to prevent hard contact with the window.

Next, lower the window, and mark the door bottom through the "loop" or eye attached to the bottom of the window. (That loop normally picks up an alignment pin when the window is up, and it has a plastic liner).

Drill the door bottom for a 5/16" by 1.5" carriage bolt to come up through the loop. Install the bolt with a fender washer on the inside. RTV a vinyl bolt protector cap, available at the hardware store, to cover the tip of the bolt and prevent rattling or window movement when the window is down.

The previous step is absolutely necessary to keep the window from rattling badly when it's down and the door is closed hard. The rattle will crack the inner door panel around the lower offset bracket if the carriage bolt is not installed. I learned the hard way.

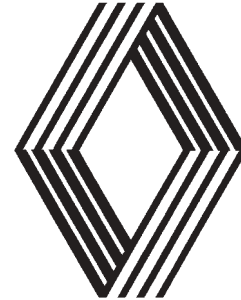
You may wish to cement a rubber bumper block in the door bottom for the window to rest on.

Install the weather strips at the top of the door opening and the door panel. Install the Citation crank handles, making sure that the standard GM plastic washers are used between the crank and the door panel. The washers prevent the crank handle from chafing the door panel covering.

I know that it sounds like a bit of a task, but I think that it was well worth the effort. One other thing: the Citation regulators

crank the opposite of just about everything I've ever seen, but it's easy for most people to figure out.

Editors Note: John has found that this procedure has worked quite well. It was eight years ago when developed it and installed them in his car. He tells me they still work as well today as they did when he first installed them almost a decade ago. I know many club members have experienced this problem and have had to pay up to **\$150 each** for the special convertible regulators, only to have them break again a few years later. Hopefully these will be the last regulators your Alliance Convertible will ever need.



Treasurer's Report

January 1, 2000 to June 30, 2000

Beginning Balance:	checking account	622.87
	Savings account	<u>2781.96</u>
	Total	3404.83
Income:	Membership dues (34 new, 66 renew)	2052.00
	interest income	<u>13.95</u>
	Total	2065.99
Outlay:	postage	940.34
	Printing	628.25
	Copying	42.02
	Supplies	156.70
	Advertisements	65.00
	Other	<u>65.86</u>
	Total	1898.17
Ending Balance:	checking account	776.70
	Savings account	<u>2795.91</u>
Total		3572.61
Income less outlay		167.78
Ending balance less beginning balance		167.78

Dene Barrett, Treasurer.

3 million people drive cars. that you don't?

The new Renault 12

Just how good we've gotten at it is written all over the new Renault 12. The superb handling of FWD makes it a joy to drive.

But the pleasant surprises go on and on. Up to 30 mpg. Up to 93 mph. Rack-and-pinion steering. Front disc brakes. Plenty of leg room. Essentially the same engine that took 1st, 2nd, and 3rd at the 1971 Monte Carlo Rally.

Even the trunk is above average: 12.8 cu. ft. (Almost as much as Vega and Pinto combined). Then there's the Renault 12 Wagon with even more trunk — up to 58 cu. ft.

The Renault 16

And if you can't make up your mind between a sedan and a wagon, but know you'd like the

widest, quietest, most comfortable FWD we make, check out the Renault 16, with 4-wheel independent suspension. It is a luxurious sedan that turns into a station wagon.

About 3 million people bought FWD cars last year. And over a million of them bought Renaults. Which just goes to show that even among pretty smart people, some people are a little smarter.

RENAULT 

**world's largest producer of
front-wheel drive cars.**



THE RENAULT 16 SEDAN-WAGON.

THE RENAULT 12 STATION WAGON.