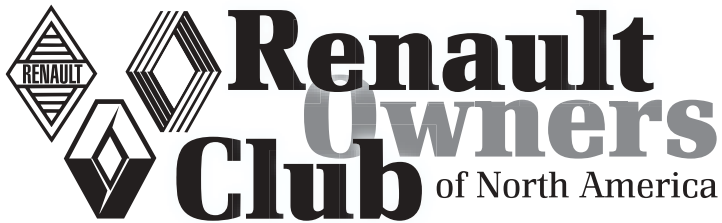


# Renault News 59



1st Quarter 2001

February-March



Photo from Marvin McFalls

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# Renault Owner's Club of North America

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

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Editor of Marketplace	Don McLaughlin
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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.

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# Editor's Notes:

After another short turnaround, I have been able to pull together a lot of materials for a full issue. I especially want to thank Chris Davidson for sending me all the back issues from the other Renault Clubs that we trade publications with, and sending me articles submitted by members that he hadn't published. Jesse Patton has also been real helpful in finding materials for this issue, as well as Vincent Gerardi, Lee Lydestad, and Clayton Hoover for submitting original article and some nice photos. I also want to thank Jeff Schira for sending me some nice old brochures, and other technical data. Finally I want to thank Rainer Hubner for sending us some promotional material from Renault in Germany. Although we can't publish much of it because it is in German, it is appreciated.

For those of you who wanted to do articles but didn't have time due to quick turnaround from Issue 58 I apologize. I have done my best to try to get the newsletter back on schedule and this has left me very little time between issues. From now on this will no longer be the case. There will be a full three months before the summer issue will be released. Because of this I am setting a deadline of April 20<sup>th</sup> for materials for the Issue 60. I look forward to seeing what you all have been up to lately.

Now that I have the newsletter back on schedule, I plan to discuss some improvements to the appearance as well as the layout of the newsletter with the rest of staff that I hope you will begin to see in future issues. Over my tenure as newsletter editor I hope each issue can be better than the previous one. I will continue to look for more sources to pull in information, and hopefully renew some features from previous issues like the Return of Jesse's Corner featured in this issue.

Finally I want to mention that Ray Dietz has been working very hard on completing a new members registry. He has finished compiling all the information and has passed it along to Kurt, who will now convert the data into a nice looking book with the new club logo and photos, similar to the last registry we had a couple of years ago. The new registry will feature up to date telephone area codes, e-mail addresses, and car information submitted through the membership information sheets published in Issue 57. As well as list of parts and other resources for keeping your Renault in top condition. It also includes registry by your home state, car model type, and fabrication and model numbers from 4cv through Eagle Premier. It should make a great addition to your Renault library.

# New Members

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Santa Cruz, CA 95060  
[avant1937@aol.com](mailto:avant1937@aol.com)



Henny Kilowatt in Harrah's Museum, 1981 Photo from A. Meyer

# 2001 Annual Renault Gathering

## Carlisle Import-Kit/Replicar Show & The Jefferson 500 at Summit Point Raceway May 18-20

After much research we have found two excellent events with 90 miles of each- other. The Carlisle Import Show and the Jefferson 500, at Summit Point Raceway. Being that both these events are on the same weekend I figured that it would be a great opportunity to attract the largest Renault meet to date. Being that some people would be more interested in one event over the other, and also as a way to attract people from far away.

Carlisle Import show is an annual event for Import cars in Carlisle, Pennsylvania that feature show fields to display cars and swap meet areas to buy new and used parts and other merchandise. Due to the fact that they have moved the "Power Jam" to another weekend there should be more room than in the past. Club member, Clayton Hoover is helping to plan the Carlisle portion of the weekend. Last year the event cost less than twenty dollars to display a car along with admission for two people for the entire weekend. If you pre-register it was actually closer to ten dollars.

The Jefferson 500, features endurance races for both vintage racers and production cars. Summit Point Raceway is a challenging 10-turn, two-mile asphalt road racing circuit set in the pastoral Shenandoah Valley near Charles Town, WV. One and two hour enduro races will be featured all weekend long. There are already both Alpines and Matra D-Jets scheduled to be competing during the weekend. The cost of the event is \$25 for the weekend and \$23 if ordered in advance.

As it stands now the tentative schedule would be for Friday to be a day with no scheduled activities. That way if

you prefer to get first dibs from the vendors at Carlisle, or if you want to watch practice at Summit Point, you can. Saturday morning everyone will bring his or her cars to the display area at Carlisle. Cars are displayed by make so we will all be in one area. During the day we will have picnic, swap meet, and car show. Following these events we will leave Carlisle and head South down 1-81 to Chambersburg, Pennsylvania midway between Carlisle and Summit point. There is reasonably priced lodging. This will make the ride to the racetrack only about an hour on Sunday morning, Followed by a full day of exciting vintage racing.

If you are interested in attending this exciting Renault weekend you can contact me by phone at 865-376-1056, by e-mail at [moose01@bellsouth.net](mailto:moose01@bellsouth.net) or write me at Marvin McFalls, 411 Dogwood Valley Road, Kingston, TN 37763. I will send you a registration form, as well as updates as the event nears. Below is a list of some hotels in the Chambersburg area. I recommend you book your rooms early. I hope to see you there!

Thanks  
Marvin

### Motels in Chambersburg, Pennsylvania 17201

<b>Days Inn – Chambersburg</b> Springs Rd. 800-329-7466	30	Falling
<b>Best Western – Chambersburg</b> 800-780-7234	211	Walker Rd.
<b>Econolodge – Chambersburg</b> 800-553-2666	1110	Sheller Ave.
<b>Hampton Inn – Chambersburg</b> 800-426-7866	955	Leshner Rd.



Alcocer Dinalpin in the 46th Acapulco Rally- México. See Page 21.

## Renaults in British Columbia

Text and Photos By Lee Lydestad

These are some of the photos I took at recent events in B.C. We would like to see some other club members come up and show what Renault is about. We have great sites to see, good food, and a big interest in cars. Best of all for those south of the border the exchange rate is about \$1.55 CDN for a dollar U.S. The cost of slalom racing is minimal and you will have a great time.

The only Renault that is currently being raced is the R8 in the photos I sent. The original owner of this car is B.C.'s Ice Racing champion and has been racing Renault for years. The car is currently owned by new Club Member, Paul Silva who races the car. The car has seen many changes over the years and recently had a stock 1565 put in as the Gordini engine is being rebuilt. He recently finished second in a hill climb with the car. Over the years the car has won a lap record for street sedans, three B.C. slalom championships, as well as eight nationals.



We are currently working on a R5 that will join the R8. You will get pictures of it after the restoration is complete. We plan to rebuild the suspension, lower the car and put in a roll cage and more. Then it will join the R8 on the circuit. There are other Renaults being worked on and we will try to get their owners to join the club. Also, I spoke to a Lotus club who are interested in getting together with us. I am sure in the future we can do an event up here. We have great facilities and interest.



# A Tale of Two Renaults

Text and Photos By Vincent Gerardi

When I took the plunge into Renault ownership, I remembered something I was told about Jaguar XJs. That is, if you want one, you need to have three. Unfortunately, I believe this to be the case with the Renault Medallion also. Mechanically deficient, this car finds few friends. People who do not know it may like it. Ownership can provide an enlightening experience. Namely, don't buy one again. Club members, knowledge folk, have advised against purchase of one of the models. Always going for the underdog, I didn't heed these doomsdayers and went ahead and bought these cars.

Of course, anything can be fixed, but is it worth it? No, not in the case of these cars. They are being fixed just to try to prove that it can be a good car. To be a good car it depends on many factors:

- How well the car was built at the factory.
- How good are the engine/transmission design (I believe MJ3 to be weak, inherently)
- Has it been serviced?
- How was it broke in? At 30mph or 70mph? Lead footing or gently driven car will result in destruction.
- Who drove it, and how.
- Any Accidents/ Paintwork
- Garaged?

These are important Criteria to buying a vehicle. In the case of the Medallions I believe the car with 120k miles (white car) to be a good car, having covered many miles, having regular service, owned by the same man since it was new. The car was crashed once (2 left doors) but repainted. The blue car with low miles (68,000) probably was assembled with defective parts. While it is beautiful, its sketchy history leads me to think this car was always a lemon. Therefore, I think I will be fixing the parts car, and cutting the car I wanted.

The Renaults continue to receive TLC and dollars. I bought new front wheel bearings for the white LX they are humming away loudly. I would have changed them when the transmission was out, but they "wobble checked" okay. (You check to see if the hubs move up and down when you apply pressure by hand.) This car came with a new antenna for the radio. This I have installed. Next time, I'll put a string on the radio end of the cable. This should make it easy to pull back in. (I was fiddling around for some time.)



As for the blue car, I seem to have hit a dead end. It was diagnosed as having a high idle (up to 2000 rpm), running to rich, and putting out 27psi of fuel pressure. I thought this could be the fault of the fuel pump. Luckily my friend, Jack had a fuel pump which matched up perfectly. It was an easy installation, and the part cost me nothing. I am especially glad for the last fact. The new fuel pump made no difference. The car still runs rich, starts to idle high, and then will stall and not restart. At this point I can only now point the blame at the computer. I will change this next. If that does not work, I may have to break this car for parts. It would be a shame, because the body, interior, motor, and transmission are perfect. Even the paint is excellent.

The white car has a small dent on the L/S quarter panel, and slight rust on the 2 R/S doors. (The result of typical New York body shop.) The car only has to look good for when the customer picks it up. They use the cheapest materials, and poor craftsmanship. That's why I like the blue car. It has its original paint. If I were spending money (over \$2000 to me) for a used car, it would have to still have all its original paint.

Meanwhile, I should like to hear from anyone who has experienced a like problem with his or her Medallion. It will run about 15 minutes, seem to fuel starve, and stall. It will not start until the engine temp has dropped from halfway up the gauge (It never overheats) to about ? Of the way up. It will not run long at all if the motor is even a little warm. Performance is sluggish when cold, and worse when hot, though the motor doesn't misfire.

If this car continues to baffle me this way, I will, as I said, cut it up. What else can I do? I just can't seem to fix it and the white car at least seems to be a good car. It has many power options such as windows and locks and rides on new struts. I have to do the wheel bearings next, and then it should be perfect. I wanted a R-17, but only could find these. Lets hope that they are not more trouble than they are worth!

Happy Renaulting

Vincent Gerardi



# A Very Rare Renault

By Clayton Hoover

This past August, I purchased a very unique Renault. I have amassed quite a collection of Renaults over the past fifteen years, but this particular Renault is definitely the most special and rare of my collection. Among the many LeCars, Fuegos, GTAs, and such around my property now sits a Renault 58 tractor. As far as I know, Renault tractors were not sold in the United States, so this tractor is definitely a rarity in Pennsylvania.

I first saw this tractor in person about four years ago at a spring farm equipment consignment sale in central Pennsylvania. My father and I go to this sale each spring, and as we perused the offerings this particular spring, we encountered what appeared to be a row of five or six Allis-Chalmers tractors. Upon further investigation, I was elated to discover that one of them was not an Allis-Chalmers but in fact, a Renault!

We were told at that sale that this particular tractor came from Canada to a sale in New York the week previous, then was quickly brought to this sale in central PA. I am not sure of the reasons for the trek, but I figure it must have been fate. Unfortunately, I was not prepared (financially) to add this tractor to my collection of Renaults and had to settle for watching it sell to someone else. As I suspected, there were not too many eager bidders—these guys are John Deere, Farmall, and Allis-Chalmers fanatics, and the word Renault in central PA usually evokes some laughing or a blank stare. Nonetheless, a brave soul bought it—the price was right, and he was a reseller.

After the sale, the tractor went to a local used equipment yard, sat for a few weeks, then disappeared. I then lost track of it for a couple of years (which did not really bother me much, because I did not have the money to purchase it had I found it). Then, it appeared at the property of a local gentleman that seems to collect everything. He has many old trucks, tractors, machines, etc., and he is known as someone that does not part with anything. On one hand I was happy to have

found the tractor again, but on the other hand, I was quite sad knowing that this guy does not part with anything.

I watched the tractor sit for about 2 years, being used occasionally with a brush hog at the rear. Every time I passed it, I would tell my father, "I'll have that someday" (this is an ongoing joke with me: I must have 20 different Renaults now that I had once exclaimed that very quote about to my father only to secure years later).

One day last summer, my father saw the gentleman that owned the tractor, introduced himself (the gentleman knew my grandfather, so that helped), and proceeded to explain that I was an avid Renault collector and that I would really like to see the tractor up close. He then offered that I would even like to buy it if it were ever for sale (he said this tongue-and-cheek knowing that this guy does not sell anything he has). Well, surprisingly, the guy not only agreed to let us take a look at it, but he also acknowledged that, after hearing of my passion for Renaults, would think about selling it to me!

A few days later, I stopped by on my way home from work and took a quick look at the tractor with him. He kept it outside, but it was covered with a heavy rubber tarp. Hence, it was in surprisingly good shape. He showed me some things, but he did not have much time, and it was getting dark outside. Before I left, I did ask if he would definitely sell it to me, and he agreed he would. I asked if he knew what he wanted for it, and he quickly came back with a figure. At that time, I was not prepared to purchase it, but I assured him that I would definitely buy it when I had the money. We parted with the agreement that he would not sell to anyone else and would expect me to call him when I had the money.

Several weeks later, I was able to secure the money to buy it, so I called him to arrange the purchase. The following Saturday morning, we hitched the trailer to the pickup and headed out to gather the treasure. We met him and took a good look at the tractor. He was quite excited to show it and talk about it, and he insisted that I drive it. We spent about 2 hours with him as he explained everything he knew about it and thought of it. This gentleman has extensive knowledge and experience with tractors, farm equipment, trucks, and machinery in general. He was very complimentary of this tractor and praised much of the design and performance. He compared and contrasted it to many other tractors he had, and he was confident that it was a well-built and durable unit.



Photo from Clayton Hoover

Some of the significant characteristics of the tractor include:

- based on the logos and design, it appeared to be from the sixties or early seventies
- a 4 cylinder Renault gasoline engine
- six forward gears via a **fully-synchronized transmission**
- high gear speed **exceeding 40MPH**
- the typical throttle arm below the steering wheel **as well as** a foot accelerator pedal
- a dash display closer to the design of an automobile than most tractors of that vintage
- locking differential
- conventional 3-point hitch
- a car-like parking brake

There was one significant problem with the tractor (which probably led to his consideration to sell)—the water pump was broken. He explained that it broke one day that summer and he had quickly parked it before any damage was done. He still started it and ran it around a bit since then, but it could not be worked hard with a defective water pump. I really did not care too much, as my goal was to have it, running or not. I acknowledged, though, that a water pump for a Renault tractor was going to be a tough find.

Nonetheless, I paid him, we loaded it up, and we hauled it home. Once home, I unloaded it, took a few photos, parked it, covered it, and went straight to the internet to begin the quest for a water pump (as well as information about the

tractor). I searched for hours, sent dozens of e-mails around the world, and asked for information from anyone that I could find.

It took quite a few weeks, but I finally got some information about the tractor, and I was quite excited with what I learned. I had posted a message on Katriina Makinen's web site (the unofficial Renault site), and Katriina was able to find me some information from a French book on Renault tractors. Unfortunately, the information was in French, so I had to translate as best I could. Using some internet interpreters and help from my mother (she had several years of French in high school and college and is a degreed English teacher), I was able to come up with the critical information I was after.

The information Katriina found was consistent with what we physically already saw—the synchronized transmission, locking differential, etc. Furthermore, I was correct in my estimate of age, as it proved to be a 1968 model year tractor. Most significant in the information, though, was the total production quantity of this tractor—**only 101 units were produced**. This definitely makes it all the more valuable and appreciated in my collection. As well, assuming we interpreted correctly, this seems to be the last gasoline powered tractor that Renault produced.

I was very thankful for the information, but I was still in need of a water pump. Alas, after exhausting my attempts to easily find a replacement water pump, we

Renault "Ares" publicity photo from Marvin McFalls.





decided to send it to a rebuilder in Texas. Knowing the rarity of the water pump, I was a little nervous to send it out, but I knew I needed to get it fixed. Therefore, I insured it well and sent it to Texas. A few weeks later, we had it back, rebuilt to better-than-factory specifications, and ready to mount.

I reassembled the tractor and it seems mechanically ready to go. I plan to restore it and display it at the local antique tractor show. The paint is in relatively good shape, but it was repainted at some point to the later Renault tractor color. I would like to eventually have it back to the correct color. As rare as it is, though, I am sure that it will be appreciated as-is, and I would bet that few people, if any, know what color it is supposed to be. As well, it is in need of some new tires, and I plan secure some close-to-authentic treads. I'll do a few other things and leave it at that.

I am continuing my search for more information, and have established a few contacts that should be able to help me learn more. I have contacted a Renault tractor club in France, and I have a few "scouts" in Canada and Europe. If anyone can help me learn more about my tractor or knows anything about other Renault tractors, I would appreciate the information. Feel free to send me e-mail at lecarcch@yahoo.com. Although I have some other Renaults that have a lot of sentimental value or are somewhat rare or unique, this is definitely the most valuable and rare in my collection, and I am proud to finally have it.

Photo courtesy National Geographic.



## **Renault News**

### **From around the world**

#### **Renault and Nissan join Business-to-Business Internet Exchange Company**

Renault and Nissan Motor Co. plan to join with Ford Motor Company, General Motors Corp, and Daimler Chrysler as an equity partner in the new "business-to-business" internet exchange company, the largest online exchange platform between automakers and equipment manufacturers.

Three advisory boards will be set up in North America, Europe and Asia. Renault and Daimler Chrysler will set up a European Advisory board, while Nissan will create and lead an Asian advisory board. Renault and Nissan will form an joint team, working alongside their partners' teams in the development of the exchange platform. The business potential of the platform as a whole, including auto and part makers represents more than \$1 trillion

The services provided will not be limited to procurement activities. They will speed up exchanges and allow joint work to be developed between manufacturers and suppliers. By promoting the integration of components suppliers in the products and production tools development process, the online exchange system will make a strong contribution to the performance of automakers and suppliers, reducing development lead times and cutting costs. Finally, these services will be available to all those involved in the supply chain – both buyers and sellers.

#### **BMW, Renault and Delphi Automotive Systems to Reach Fuel Cell Agreement**

BMW, Renault and Delphi Automotive Systems have signed a memorandum of understanding to further cooperation on a co-development agreement to produce vehicles that use a solid-oxide fuel cell as auxiliary electric power. A co-development agreement among the companies is expected to be reached soon.

The proposed partnership expands the existing development agreement between BMW and Delphi under which they are jointly developing a fuel-cell system to be used as an auxiliary power unit for gasoline engines on passenger vehicles. Now, diesel-fuel solid-oxide fuel cell reformers for Renault light- and heavy-duty trucks also will be included.

The technology could allow BMW and Renault to offer vehicles with more electrical and electronic features that will be able to operate with the engine off. The technology also has the potential to reduce most of the emissions of an internal combustion engine.

Delphi will develop the gasoline and diesel fuel cell systems, and BMW and Renault will integrate the system into their respective vehicles within the next five years.

# Another Renault Project

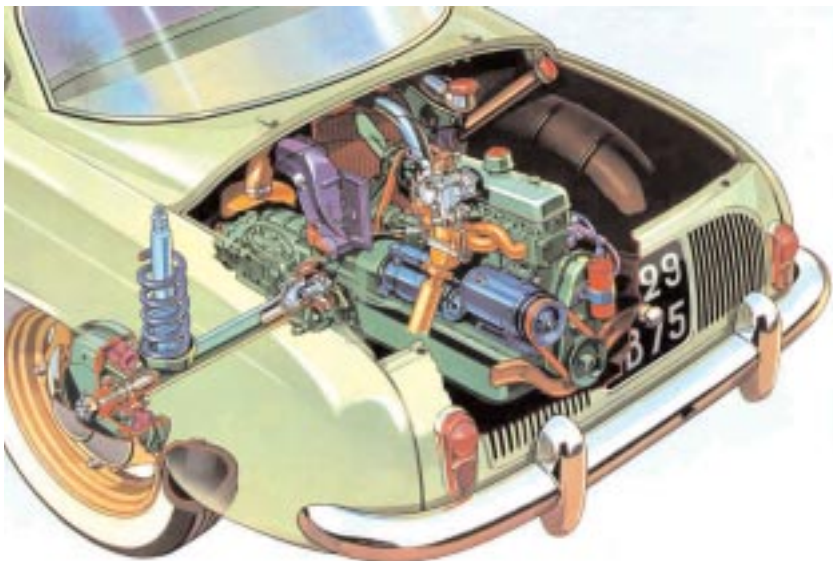
Text and Photos By Marvin McFalls

Several months ago, **Sam Stuckey** was called by a fellow looking for some brake parts and a mechanic that could repair his Dauphine Gordini. The car was located in Winchester, Tennessee and the owner said it was in good running order except for the brakes. Sam gave him a few names and an idea on what the parts would cost. Recently, he sent Sam a couple of pictures of the car and asked him if anyone was interested in buying the car. After reading the recent articles that **Jacques** has done with his 4cv "Butter Pat", I got a crazy thought I have had many times over the years. So I asked Sam to get back in contact with him to see what the condition of the car was (especially underneath), and what he would have to have for the car. Following many attempts, Sam was finally able to catch him at home. He told Sam the car was very solid underneath and there was very little rust overall. The car starts and run, and he even volunteered to deliver it. I guess that was enough to convince me, because we negotiated a price and I bought it sight unseen.

When I was young I always loved the look of the Dauphine, but whenever we would get behind one when we were out driving we would regret it. They never seemed to have enough power and they crawled up hills. When I got older and rode and then drove them I definitely knew they didn't have enough power. My friend **Marty Mckee** experimented with using a R10 engine in an old Dauphine he had and it made the car go, but it was very unstable. Being that he was young and didn't have any money to fix the car up and make it safe he soon abandoned the project. Since joining the club I have heard of several other projects using the later R8, R10, R5, or Alliance drive trains in 4cv, Dauphine, Caravelle, and even a Floride. So I figure I will try to put a late model R10 drive train into the little Gordini.

I currently have the same drive train in my Caravelle S. I have owned all the different versions of this engine from the 956cc to 1397cc, and I prefer the 1289cc, which was optional in the later R10s. I had one of these motors with more than 250k miles on it and it still ran well, the car was so rusty I finally had to park it, I sold the motor a few months later and for all I know it still going today. Since then I have always used these motors in my own cars. Several years ago I put aside a late model R10 with low miles in case I ever found a project like this. I also have stock piled a complete engine kit including: pistons, liners, rods, bearings, gaskets, etc.

At this point, I don't know what I am going to do with another car, but I couldn't say no to this one. When the car arrived I was mildly surprised. The previous owner had been fairly honest about the overall quality of the car, although I believe it has been a while since it has been started. The car has only 51,000 original miles. Unfortunately, he had the rear brake drums off the car, and he couldn't figure out or didn't want to put them back on. Without wheels on the rear made it much harder to handle and put a few small dents in the car being loaded and taken off the trailer. The car had all the original documentation including: the window decal, service record, owner's manual, repair manuals and brochures. The one thing missing from all this incredible pile of nearly forty-year-old documentation was the title. I am going to try to have to get an abandoned vehicle title. This is quite a hassle and takes a long time, but it will be a while before I will get to start working on it anyway.



Left: Dauphine cutaway from Renault Publicity.

15577

# Owner Service Policy



KEEP THIS SERVICE POLICY IN YOUR CAR AT ALL TIMES TO SECURE WARRANTY SERVICE

## Warranty Card

NAME AND ADDRESS OF OWNER: Robert L. Jones  
3718 Norma Dr  
CHATTANOOGA, TENN

DELIVERY DATE: Oct. 13 1962

FABRICATION: 97836 ENGINE: N3544  
IGNITION KEY: 175221  
Door Key: 5522YK

SERIAL NUMBER: 3483906

Selling Dealer's Stamp  
Use authorized Stamp Showing Act's No.

BURCHAM MOTORS  
3101 ROGGSVILLE BLVD.  
CHATTANOOGA, TENN.

43.00 | 07 | 086



Sam Stuckey standing next to car.



# RENAULT GORDINI

Model R-1091-A  
Serial number: 3483906 B100  
Distributor to whom delivered: Eastern Auto Distributors, Inc.  
At port of importation: Norfolk, Virginia  
Dealer to whom del. (by distributor) Burcham Motors  
Del. to dealer at: (by distributor) Chattanooga, Tenn.  
Not driven or towed prior to delivery to dealer

Manufacturers suggested list price	\$ 1596.00
Accessories:	
Whitewall tires	20.00
Sliding roof	
Vinyl upholstery	20.00
Delivery and handling	35.00
Transportation	58.36
Suggested retail price of car*	\$ 1729.36

\*State & Local Taxes and License Fees to be added

12 month/12,000 mile warranty. 4-speed gear box. Four door convenience. 40 horsepower. Single unit body. Up to 37 miles per gallon. Heater & defroster. Windshield washers. Independent four-wheel suspension. 12 volt battery. Anti-theft ignition. Aerostable suspension. City horn-country horn. 4 exterior colors. Adjustable front seat backs. Front door map pockets. Rear door map pockets. Disc wheels. Optional sliding sun roof. Vinyl upholstery.

## TEST DRIVE IT-- NOW!

## A New Version of an Old Friend

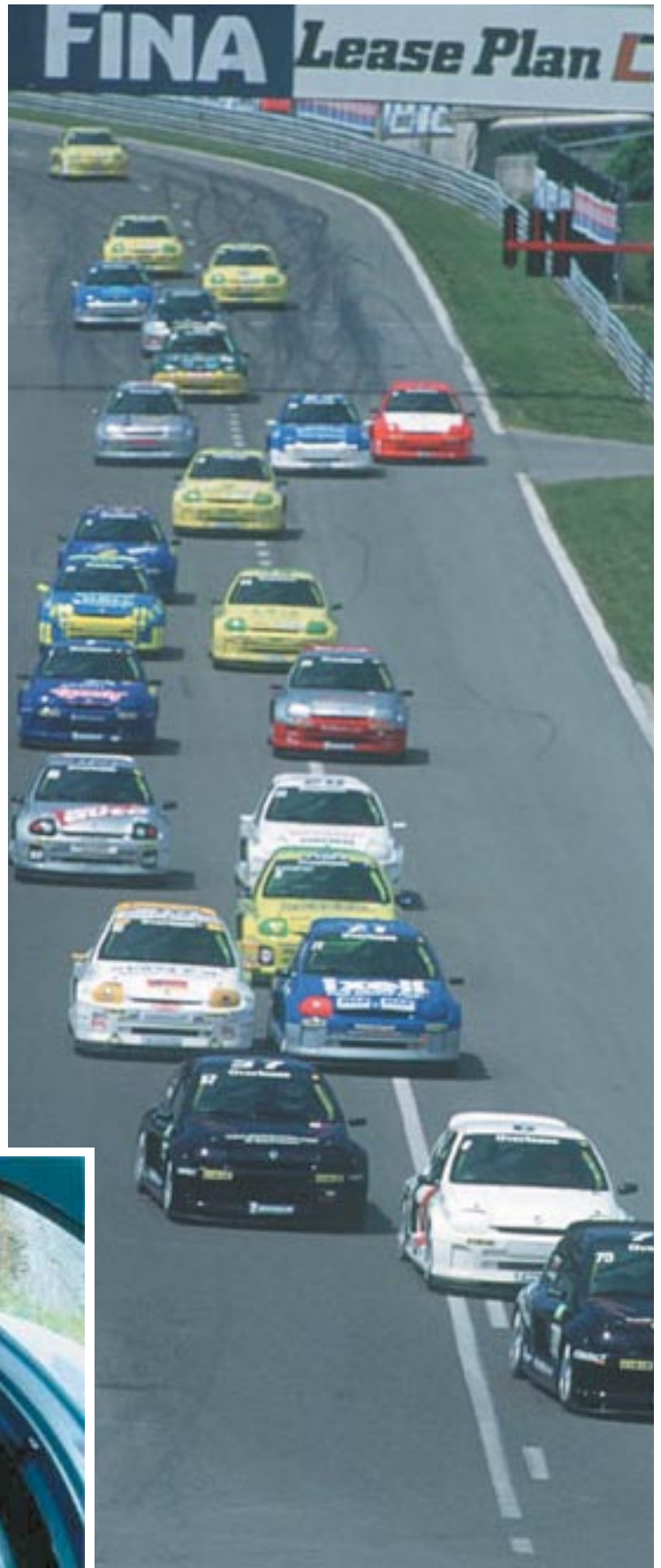
By Marvin McFalls

Following the incredible success of the R5 Turbo, Renault has developed many different sports cars. While these cars were successful on the track, none of them have had the same impact with the sports car enthusiast or the collector car market. To this day you can still see the cars in Museums and private collections all over the world. If you are lucky you may even see one on the Road occasionally. With this kind of reputation, it was only a matter of time before Renault would build a new version of this fan Favorite.

The public was given a sneak preview of the new car in 1999 at racetracks all over Europe. The Renault Sport Clio V6 Trophy series featured more than forty of these cars competing against each other. These cars feature a 3.0 litre, 24 Valve over head cam engine with 285 horsepower. After getting everyone salivating over the Trophy version, the limited edition production car was introduced in 2000.

Like it's Grandfather the R5 Turbo, the Clio V6 was derived from a standard production car. The Clio was introduced in the early 90's and it was actually designed to replace the R5 after more than twenty years of service for millions of Renault owners all over the world. The Clio range has offered many different versions of the car, from the very basic economy car with a diesel engine that gets more than 50 miles a gallon, to an impressive 16-valve Sport model with more than 100 horsepower. All of these cars featured a transverse mounted drive train similar to the later R5 (Supercinq) in Europe and the Alliance/Encore here in U.S.

The Clio V6 is a mid-engined, like it predecessor, but unlike the R5 Turbo which feature a Hemi engine with a Turbo Charging unit, the Clio V6 features an overhead cam engine with Bosch Sequential Injection. The car has a six-speed transmission and an impressive top speed of 145 miles



per hour. While it isn't as powerful as the Racing version, it features all the amenities of a luxury car including power steering, a reliable air conditioning system, and ABS Brakes. It is a typical two-seater; you will have to leave the kids at home. It also features a price tag of 240,000 Francs or just under \$34,000. What a bargain! Initial production featured 6000 models built at TWR Workshops (Tom Walkinshaw Racing). Hopefully we will see additional units produced in 2001.

While this car is basically just a new version of a classic car similar to the Beetle or the PT Cruiser concept. It however has been built from the ground up and developed on the racetrack unlike these other cars, which were built just by placing a different body on a current platform. I don't believe that the Clio V6 will ever replace the R5 Turbo, but I think Renault may have finally found a worthy successor to the legend.



### Technical Data Clio Renault Sport V6

**Engine:**

2946cc, 24 Valve V6

Mid-engined

**Max Power:** 230bhp at 6000rpm

**Max Torque:** 30.6 mkg at 3750rpm

**Injection:** Bosch Sequential

**Steering:** Power Assisted as standard

**Suspension:** MacPherson front,  
Multi-link rear

**Brakes:** Separate dual-circuit system

Four wheel vented discs,

Four piston calipers

**Wheels and Tires:**

Front, 7 x 17, 205/50 ZR 17

Rear, 8.5 x 17, 235/45 ZR 17

**Max Speed:** 235 km/h (145 mph)

0-100 km/h (62.5 mph) in 6.4 sec



Both pages: Renault Publicity photos from Marvin McFalls.



# Tech Session

## R5/ LeCar Starter

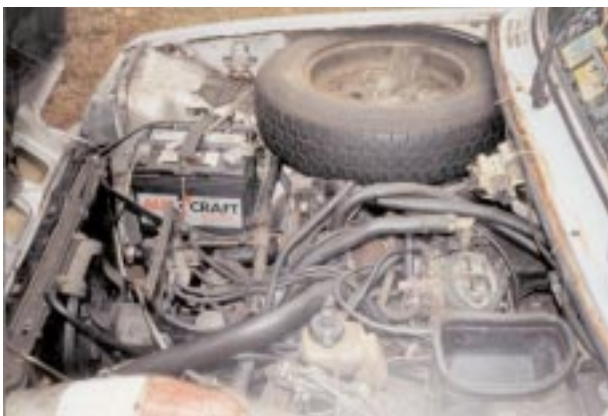
Text and Photos By Marvin McFalls

Tech sessions aren't actually my specialty, but over the year I have picked up some experience on these. As far as I am concerned, I haven't ever seen a tougher starter to change. Over the years I have picked up a few tricks that has shaved a few hours off the time involved in the job. At first these ideas may seem more time consuming, but I have had success using this method.

Before I go through the procedures, let me first recommend when changing a starter, never use a used starter. No matter how well it bench test, used starters don't generally last as long as new ones and you don't want to have to tear it back down again. Also there are two types of starters a short one and a long one. If you can get a hold of the longer starter they seem to last longer. The starter I just replaced only had 32,000 miles on it before it gave out. It was the shorter model. Also if you can get a Ducellier brand starter, I have always had good results with them on all models of Renaults.

Well, let's get to it. The first thing you need to do is remove the Air cleaner/ carburetor breather. Once you have this out of the way you can get a good view of the front of the motor, which doesn't help much in changing the starter but it will make it easier as you go along. Next you have to remove the EGR valve. The reason you must remove it, is so that you can get to the exhaust flange. Another good idea when you get the exhaust flange out is to throw the nuts away and put new ones on when you put it back together. Because the nuts get so hot, they tend strip when you take them off. Also make sure you put the washers back on, because the flange is round the closer the nuts are to the flange the harder they are to get off.

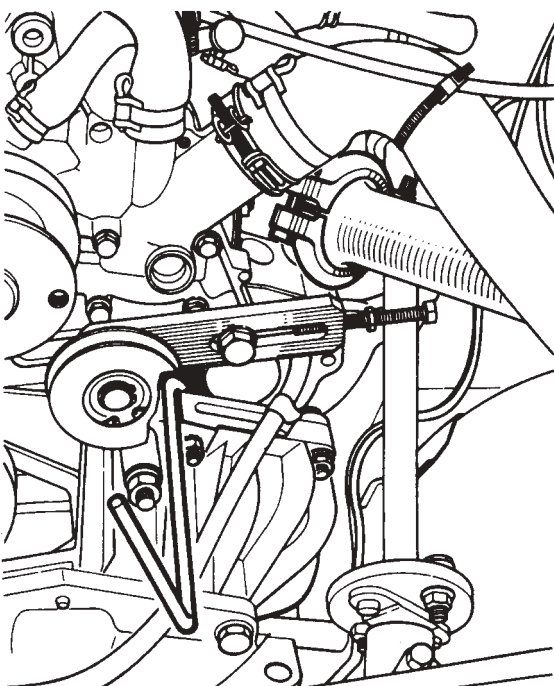
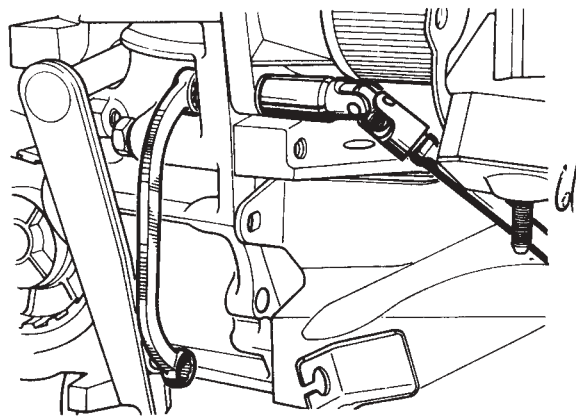
Now, you are ready to get started. Your objective is to remove the intake/exhaust manifold. I find it easier if you loosen the motor and transmission mounts and jack the motor up. This seems to make it easier loosening the six bolts on the manifolds. Once you have these bolts out you can lay the manifold on top of the engine. For the first time you can actu-



ally see the starter. Now you think you are home free. After you disconnect the wires from the solenoid you remove the top two bolts on the starter. Now, it is one bolt to go. This bolt has a nut attached to it, and it is almost impossible to hold and turn the bolt. At this point, you have two choices. To bend a 90-degree angle on a 13 mm wrench, or you can disconnect the steering rod. I find the later method to be quicker.

There it is. Before you throw that old starter across the room, remember that there is a \$15 core charge. In a few minutes the new starter will be on and you can start to reassemble. It goes back together much quicker than it came apart but there is always on bolt or nut that give you a hard time. Start her and feel proud, you just changed the hardest starter you will ever come across. It is now between five and eight hours after you

began. The professionals can do it in about three hours, but even they are miserable and had dreaded doing it. The only difference between them and me is they just made \$150-200 for their trouble. Not a bad days pay. Well, best of luck to you next time your R5/ LeCar starter goes out. Don't haul her off junk, like many other owners have done in the past.



## N.A.D.A. Consumer, Classic, and Special Interest Car Appraisal Guide 1946-80

### RENAULT

Model	WGT	M.S.R.P.	LOW	AVG	HI
- 1980 -					
Le Car 2DR SDN	1819	5193	1225	1675	2200
- 1979 -					
Le Car GTL 2DR SDN	1777	3895	1200	1650	2175
R-17 Gordini 2DR CNV	2441	7945	1450	1975	2575
- 1978 -					
Le Car GTL 2DR SDN	1777	4089	1175	1625	2150
Le Car GL 2DR SDN	1777	3740	1225	1725	2300
R-17 Gordini 2DR CNV	2441	7385	1400	1875	2525
- 1977 -					
Le Car GTL 2DR SDN	1777	3895	1150	1600	2125
Le Car GL 2DR SDN	1777	3345	1200	1700	2275
R-12 4DR STN WGN	2249	4768	1000	1450	1825
R-12 GTL 4DR SDN	2130	4450	1075	1475	1875
R-17 Gordini 2DR CNV	2441	6998	1300	1825	2475
R-17 TL 2DR CPE/CNV	2441	6333	1125	1550	2050
- 1976 -					
R-12 4DR STN WGN	2242	4498	975	1400	1825
R-12 GTL 4DR SDN	2010	4198	1075	1500	1900
R-15 TL 2DR CPE	2243	4795	1000	1400	1825
R-17 Gordini 2DR CNV	2434	6665	1300	1825	2425
R-17 TL 2DR CPE/CNV	2356	5895	1200	1700	2250
R-5 GTL 2DR SDN	N/A	3627	1100	1525	2000
R-5 GL 2DR SDN	N/A	3295	1125	1550	2050
- 1975 -					
R-12 4DR STN WGN	2341	4167	775	1050	1200
R-12 4DR SDN	N/A	3595	825	1175	1575
R-15 TL 2DR CPE	2330	4545	850	1200	1750
R-17 Gordini 2DR CNV	2542	6195	1300	1825	2475
- 1974 -					
R-12 4DR SDN	2105	2998	875	1225	1700
R-12 4DR STN WGN	2293	3498	1000	1425	1900
R-15 TL 2DR CPE	2293	3897	1075	1500	1975
R-17 Gordini 2DR CNV	2535	5310	1400	1875	2525
R-17 TL 2DR CPE	2436	4550	1425	1900	2600
- 1973 -					
R-12 4DR SDN	2093	2598	1000	1400	1900
R-12 4DR STN WGN	2225	3048	900	1275	1600
R-15 2DR CPE	2227	3498	1000	1400	1875
R-17 2DR CPE	2392	4348	1150	1600	2175
- 1972 -					
R-12 4DR SDN	2050	2295	850	1200	1700
R-12 4DR STN WGN	2161	2695	875	1225	1700
R-15 2DR CPE	2172	2995	1000	1450	1925
R-16 4DR SDN/WGN	2271	2825	825	1175	1700
R-17 2DR CPE	2337	3975	1125	1550	2175

- 1971 -					
R-10 4DR SDN	1907	1845	775	1050	1475
R-12 4DR SDN	2050	2195	850	1200	1700
R-12 4DR STN WGN	2161	2595	1075	1500	1650
R-16 4DR SDN/WGN	2271	2565	1000	1400	1825

- 1970 -					
R-10 4DR SDN	1907	1725	825	1175	1575
R-16 4DR SDN/WGN	2271	2395	950	1375	1825

- 1969 -					
R-10 4DR SDN	1825	1725	750	1025	1500
R-16 4DR SDN/WGN	2249	2445	1200	1700	2225

- 1968 -					
R-10 4DR SDN	1825	1745	950	1375	1825

- 1967 -					
R-10 4DR SDN	1775	1647	1000	1425	1825

- 1966 -					
CARAVELLE 2DR CNV	1760	2199	2150	2950	4025
DAUPHINE 4DR SDN	1463	1485	1000	1400	1825
R-8 1100 4DR SDN	1676	1699	825	1175	1575
R-8 4DR SDN	1638	1849	875	1225	1700
R-8 GORDINI 4DR SD	1753	2345	1300	1825	2425

- 1965 -					
CARAVELLE 2DR CNV	1760	2199	2575	3575	4875
CARAVELLE 2DR CPE	1770	2199	2250	3125	3900
DAUPHINE 4DR SDN	1463	1515	1100	1525	2000
R-8 1100 4DR SDN	1676	1699	875	1200	1675
R-8 GORDINI 4DR SD	1753	2345	1325	1875	2400

- 1964 -					
CARAVELLE 2DR CNV	1760	2295	2650	3675	5000
CARAVELLE 2DR CPE	1770	2295	2525	3450	4625
DAUPHINE 4DR SDN	1463	1515	1125	1550	2050
R-8 4DR SDN	161	1695	950	1375	1825

Model	WGT	M.S.R.P.	LOW	AVG	HI
- 1963-					
CARAVELLE 2DR CNV	1695	2475	2800	3975	5350
CARAVELLE 2DR CPE	1770	2295	2625	3600	4900
DAUPHINE 4DR SDN	1397	1395	1125	1575	2075
R-8 4DR SDN	1595	1795	975	1400	1825

- 1962-					
CARAVELLE 2DR CNV	1645	2395	2850	4025	5425
CARAVELLE 2DR CPE	1670	2342	2650	3650	4950
DAUPHINE 4DR SDN	1397	1395	1150	1600	2125
GORDINI 4DR SDN	1419	1596	1325	1875	2500

- 1961-					
4CV 4DR SDN	1200	1345	1475	1950	2625
4CV 4DR SUNROOF	1200	1405	1625	2250	2775
CARAVELLE 2DR CNV	1645	2395	2800	3900	4800
CARAVELLE 2DR CPE	1675	2295	2525	3450	4150
DAUPHINE 4DR SDN	1397	1645	1075	1500	1900

- 1960-					
4CV 4DR SDN	1200	1345	1500	2050	2500
4CV 4DR SUNROOF	1200	1405	1700	2325	2775



Both Pages-  
Renault Publicity images from Rainer Hubner





CARAVELLE 2DR CNV	1645	2445	2850	4025	4800
CARAVELLE 2DR CPE	1675	2395	2625	3600	4150
DAUPHINE 4DR SDN	1397	1645	1075	1500	1925
<b>- 1959-</b>					
4CV 4DR CNV	N/A	N/A	1725	2400	3225
4CV 4DR SDN	1200	1345	1650	2275	3100
DAUPHINE 4DR SDN	1397	1645	1175	1650	2050
<b>- 1958-</b>					
4CV 4DR CNV	N/A	N/A	1750	2450	3275
4CV 4DR SDN	1200	1345	1725	2400	3225
DAUPHINE 4DR SDN	1397	1645	1300	1825	2425
<b>- 1957-</b>					
4CV 4DR CNV	N/A	N/A	1800	2500	3350
4CV 4DR SDN	1200	1345	1750	2475	3325
DAUPHINE 4DR SDN	1397	1645	1300	1825	2475
<b>- 1956-</b>					
4CV 4DR CNV	N/A	1495	1850	2575	3425
4CV 4DR LUXE SDN	N/A	1295	1800	2500	3350
4CV 4DR SDN	N/A	1350	1800	2500	3350
<b>- 1955-</b>					
4CV 4DR CNV	N/A	N/A	1875	2600	3475
4CV 4DR LUXE SDN	N/A	N/A	1800	2525	3375
4CV 4DR SDN	N/A	N/A	1650	2275	3100
<b>- 1954-</b>					
4CV 4DR LUXE SDN	1200	1295	1850	2575	3425
4CV 4DR SDN	1200	1395	1700	2300	3200
4CV 4DR LUXE CNV	1200	1495	1875	2625	3525
FREGATE 4DR SDN	2789	2595	1425	1925	2625
<b>- 1953-</b>					
4CV 4DR LUXE SDN	1200	1495	1875	2600	3475
4CV 4DR SDN	1200	1595	1725	2400	3225
4CV 4DR LUXE CNV	1200	1695	1925	2650	3550
FREGATE 4DR SDN	2789	2595	1475	1950	2675
<b>- 1952-</b>					
4CV 4DR LUXE SDN	1200	1495	1875	2625	3525
4CV 4DR SDN	1200	1200	1750	2450	3275
4CV 4DR LUXE CNV	1200	1528	1925	2675	3625
4CV 4DR LUXE SDN	1200	1364	1875	2625	3225
<b>- 1951-</b>					
4CV 4DR LUXE SDN	1200	1195	1925	2675	3625
4CV 4DR SDN	N/A	N/A	1800	2500	3350
4CV 4DR LUXE CNV	N/A	1495	1975	2725	3700
<b>- 1950-</b>					
4CV 4DR SDN	1200	1035	1875	2600	3475
<b>- 1949-</b>					
4CV 4DR SDN	1200	1035	1875	2625	3525
<b>- 1948-</b>					
4CV 4DR SDN	N/A	N/A	1925	2650	3575
<b>- 1947-</b>					
4CV 4DR SDN	N/A	N/A	1925	2675	3625

While the model years aren't always correct I give the N.A.D.A. people a whole lot of credit for putting this information together. If you would be interested in the complete 2000 N.A.D.A. Consumer, Classic, and Special Interest Car appraisal guide, which includes most makes and models of American and Import cars, please contact Sam Stuckey. Sam can be reached at 865-922-2236 or send a Money order for \$12 to:

N.A.D.A. Guide  
Sam Stuckey  
8544 Norris Lane  
Knoxville, TN 37938



**ADJUST FOR OPTIONAL EQUIPMENT**

# Africa and Back

Text and Photos By Alan Dempster

One sunny day in 1960 Margaret (Mrs. D) and I walked into a car-park (in Lagos, Nigeria) and we were brought to a halt by the elegant looks of a car of a type we had never seen before. On inspection it turned out to be a Renault "Floride". We went straight along to the Renault agents to find out more about it, and shortly afterwards, went back again to order one. It was the first new car we had ever bought, and we had to save hard to afford it, on my pay as a geologist with the Nigerian Geological Survey.

I suppose that as Renault enthusiasts you all know about the Floride. First shown at the Paris Salon in October 1958, it went into production in mid-1959. Based upon the rear-engined Dauphine, but with distinctive Ghia-inspired body styling, it was powered by a Gordini designed 845cc four-cylinder overhead valve engine producing 40CV at 5000 rpm, giving a top speed of 125kph. Two models were available, a coupe and a convertible cabriolet with removable hardtop. Six colors were available, including two metallic colors gold and lime green. At the time, Renault must have been one of the first manufacturers to include metallic versions in their standard color range.

When we ordered the Floride, on "Home Delivery" (i.e., to be picked up in Europe), we chose the convertible cabriolet, in gold (a bronzy gold weirdly entitled "Bahama yellow"), with black hardtop, and "tropical specifications". A variety of reasons governed our choice of make and model. Renault had good agency in Nigeria at the time. We didn't need a large car (supposing we could have afforded one!) and with removable roof, the Floride convertible seemed well suited to West Africa's climate.

Above all, we thought it was an intelligently designed car, practical as well as good looking. The spare wheel, for example is housed in a scuttle at the front, opened from inside the lockable (front) luggage compartment, but opening downwards so that the luggage doesn't have to be removed to get at it. The beam units of slightly concave headlamps (flies don't stick on them) can be rotated slightly, to dip to the right



or left as required. A switch on the steering column selects "town" or "country" horns. The cushioned back of the rear seat folds down to form a flat shelf for additional luggage or the transportation of bulky items. The hardtop, whose side windows open slightly for ventilation, is secured by three sets of lock clips, which are easily freed to remove the unit. The hood (convertible top) can be put up in seconds; it is one of the neatest and certainly the most weatherproof, that I have ever come across on an open car. It stows away neatly under a cover flush with the bodywork, preserving the car's lines, so that with the hood down, it doesn't look like some kind of perambulator, which many modern cabriolets do. The small power unit sits in a large, uncluttered engine bay and as a result is eminently accessible. Air to cool the radiator, which is situated forwards of the engine, is drawn in through intakes on each side of the car. One or two additional refinements came with the "tropical specs.", including a large oil-bath air filter, drawing air for the automatic single-choke carburetor from an intake at the front of the car, ahead of the front wheels, to reduce ingress of dust.

We took delivery of our Floride in Paris, at Orly Airport, on our way home on leave at the end of May 1961. As we stepped off the airplane, our name was announced on the public-address system, we were met by a Renault representative, taken to the car, signed a paper and handed the keys. It was all very slick, and we felt like VIPs. Then came the hard bit, as we launched ourselves out in a shiny new car to do battle with the Parisian traffic! However we made it, unscathed to Calais, and up the long road to Perthshire.

It was fairly "nippy" considering the engine size, and would cruise very comfortably at 70 mph, not to far below its top speed of about 75-80mph. It was fairly economical to run, and regularly returned over 50mpg on long trips. It turned heads wherever we went.





## French Revolution

Renault's new Laguna took nearly twice as long to Develop as the Ford Mondeo – find out why

With 42 months of development and a \$960 million budget under its belt, one would hope that the new Laguna is a highly engineered vehicle. However, Ford's Mondeo took just 24 months to go from drawing board concept to production-line reality, so why did the Gallic car take so long to design, test, and produce? **George Douin**, executive vice president, for strategic and product planning at Renault, had the answers...

At the end of our leave the car was driven to Liverpool and shipped (with us) to Nigeria, where it stayed for some years, coping admirably with corrugated laterite roads and other physical and climatic delights, before being shipped back to the UK, where it was re-registered as CGS 125C in May 1965. We continued to work overseas, but the car stayed in the U.K. and was used only during our home leaves. For this reason the car's mileage has increased only gradually over the years, to the present 62,000.

In 1996 a failed roadworthiness test finally provoked some serious action, like, welding a few holes underneath, and general overhaul of engine, electrics and suspension. In this, we were fortunate to enlist the skills of an ex-Renault agent (and Dauphine enthusiast) who happened to have the (increasingly rare) parts that were required. While our contrition lasted (feeling bad about the car rarely having had the loving care and attention it deserved), we decided to go the whole hog and treat it to a respray for its 35<sup>th</sup> birthday. Apart from this respray (which alas, didn't quite capture the bronzeness of the original paintwork), the car is very original (i.e., not concours) condition. But it still moves pretty well, and it still turns heads – however now, this is more likely to be because when it goes by, so few people know what it is.

This article was originally published in *Renotes* the Magazine of the Renault Owners Club in the U.K.

Like the Mondeo, the Laguna uses a brand new platform that will be used for several models: in the next two years, a new Espace MPV and a replacement for the Safrane Luxury vehicle, the so-called Vel Satis will ride on the P5 platform. Douin commented; "This is the first time we have had a flexible platform in the C/D segment. We had to make sure that the platform could accommodate three different body styles and suspension designs from the start. We also wanted to make the P5 very safe; we think this platform is a breakthrough in crashworthiness." He mentions the old Renault-Volvo tie-up at this point, stating that the companies had already begun work on a common platform for Laguna and Volvo 40-series before they split. That program was eventually shelved in favor of the P5.

As you would expect, CAD (Computer Aided Design) had a major impact on the Laguna test program. Renault Engineers used CATIA and IDEAS to carry out simulations, including mapping out all components before anything was built. However the Frenchmen took the unusual step of moving the physical mockups early in the P5 program. Douin explained; "We wanted to see the three concepts in the flesh. Espace, Vel Satis, and Laguna are so different that we wanted to look at the vehicles to be sure they were possible. While the engineers like to make drawings and simulations on screen, it's not enough – you have to communicate, and work with the production people."





It was clear that Douin likes his team to get its hands dirty, but that fact does not mean that the Laguna, which uses MacPherson struts up front and an H-shaped torsion bar beam at the rear, took longer to develop than the Mondeo because it was laboriously tested by hand. On the contrary, said Douin, "Obviously, we are trying to run fewer miles on the road than before to save time and money. For example, in the past, when we performed road testing for durability, we used to have body problems, creaks, etc, but now we only do laboratory tests to ensure durability." Further Technology meant that the Laguna's engine lineup, which includes 1.6 liter, 1.8 liter, 2-liter and 3-liter gasoline units, as well as three diesels, never saw a public road until they had been fully tested on dynamometers.

From the labs, it was time to take Laguna to the test track – I got the impression that the vehicle spent a great deal more time on the tracks and roads than the Mondeo. Douin's faith in Renault's proving ground is certainly very strong, stating that his engineers had no need for outside help as their facilities, based 100 km outside of Paris, are so good.

However, the public road beckoned. "We would go out on the open road several times during the development of the car," explained Douin. "We used public roads to carry out subjective testing, to find out if the car was fun to drive, and if it gave a feeling of safety – roads allowed us to fine-tune the behavior of the car. You can find a lot of places in France with the very difficult roads, and it's always good to spend days driving a car [on the road]."

"We ensured that we tested right-hand-drive Lagunas in England," continued Douin, "and also tested in the north of Sweden for cold weather testing. However, the main trouble we had was in deciding where to hot weather test – we went to southern Argentina and New Zealand in the end. It was the most expensive and the most difficult test."

But the road work did not stop there; Renault likes to carry out what it calls road 'validation' – it is not testing as such, more confirming that the evaluation data was correct. "We have greatly increased road validation – the several steps we take in order to be sure that all the electronics run properly," said Douin. Such validation takes much effort on Renault's behalf because, as Douin pointed out, finding all the potential failures is very difficult. Over 50 cars were given to customers for two or three months in the hope that any design or production problems would surface. The move delayed the whole program somewhat, but Douin believes the move was necessary. "We needed this extra time at the end of the program to finalize the electronics, the durability, and the drivability of the car." Laguna II is apparently a better car for the experience – even if it did take 18 months longer to develop than the Mondeo.

This article came from *Testing Technology International U.K.* And was submitted by Club Member **Jesse Patton**.



# 46<sup>th</sup> Acapulco Rally

This year the 46<sup>th</sup> Acapulco Rally of the Jaguar Club gathered some 60 vehicles, and out of those, 33 were four cylinders and 24 of those were Renaults (!), and we were lucky to once again take the best positions in this category.

The Classic Car Rally was won by a 1954 Porsche 356 followed by Alfredo Cuadros/ Martin López, 2 liter R8S holding second place and third position was for Erik Sarrag/ Jose Luis "Cucho" Dominguez on their Dinalpin (DINA- Alpine) Berlinette. My wife and I were able to scale up 3 positions from last year's rally, and got hold of the 8<sup>th</sup> place with our 1960 Dauphine. The "Acceleration Kilometer" stage was won by the team Guillermo Acosta/ Miguel Garza, in Miguel's very fast R8 (loaded with 2 liter), followed by the Adrian Duarte/ Angel Espinoza's R5 turbo and the 3<sup>rd</sup> place was for the 356 Porsche.

Each year we can see an upgrade of the vehicles that our club members list for the event but unfortunately, two vehicles were damaged on the 600 kilometer and 9 hours long rally: a burnt head gasket for Gaspar Arakelian's 1500cc Dinalpin and a broken engine for Fernando Roldan's 1300cc Dinalpin. Both red Alpines! What a coincidence!

The team Jose Luis Guaguaro/ Ivonne Schonleber won the National Rally Championship and Alberto/ Tere Pedroza won the second place. Also, Jose Luis took the prize for the "Driver Rookie of the Year" as Ivonne Schonleber won "Co-driver Rookie of the Year." Also the Pedroza team has the first place of FIA-OMDAI Championship and the Guaguaro's team has the second.

At the end of the rally, we had our big party and the next day we enjoyed the sunny Acapulco beaches as a break from the colder weather from



México City. It would be very nice that some of you could bring your Renaults next year and join us. There were five foreign guests from the US and France competing on the National Rally (the high speed one).

November 30<sup>th</sup> will be the date for the "47o Rally Internacional Acapulco RAC" organized by the Jaguar Club and the Rally Automovil Club. Mark your agendas!



# Return of Jesse's Corner

## IM 240 or Bust

By Jesse Patton

Just when you think you've spent enough money on your Renault to ensure complacency, tranquility, and reliability, you come face to face with the clean air monster known as **IM 240**. We have had it here in New York for over a year now and I believe the same system is used in Texas and California to name a few states. The frustrations in participating in this automotive emissions — clean air rigmarole once a year is enough to make one want to pack up and move to Tennessee where they don't have mandatory auto inspections or insurance. How Nashville is able to keep the Federals at bay in this respect is a wonder, only time will tell.

Here in New York at the insistence of the EPA and the Federal Government, the state has been ever tightened up the cinch to the point where a car over two years old but under twenty-five, has to pass tests meant for an automobile made in 1998. That means a continual maintenance merry go round. Yet for me, and the Alliance I run, it took five failures at \$35 a pop and over \$500 in parts (which were never used) before I finally passed and that just fractionally.

Now, I won't beat about the bush. I have over \$8000 in the last five years into my '85. I've kept it up, down and sideways in order to feel trouble free in car and mind. However, in this case it didn't make a difference this year. June 20<sup>th</sup> 2000 I was scheduled to go in for a two phases idle and 57 mph open throttle mountain climb (computer simulated-dynamo dragged wheel cylinders) that doesn't always go correctly. In fact the inspection station operators are suing the three manufacturers of the emissions equipment that are currently used to process automobiles in the downstate areas that include Long Island where I live and breathe. It's been something of a fiasco. In New Jersey they take a more sane approach and do not take the car over 30mph. Incidentally, the air in N.J. is just as clean as in New York.

As I thought the test was going to be a breeze, I was already up front at the inspection station prepaying my \$35, when in walks **Glenn the Tech** with the sad news "Jesse you failed the NOx (oxides of nitrogen)." Now that signifies a problem in the EGR system, or possibly the catalytic converter. But all that equipment, including all the sensors has less than 10,000 miles on them! What gives... initially, your wallet does, \$35 still has to be paid pass or fail.

Last year, 1999, with a New York state limit of 7.50 I would have passed, but this year its down to 4.00 and I failed with a whopping 5.38, what to do? Upon returning home I immediately checked out the EGR system and found it working properly, although I took off the EGR and checked to see if it was clogged. No clog but a good cup and half of carbon, normal under the circumstances.

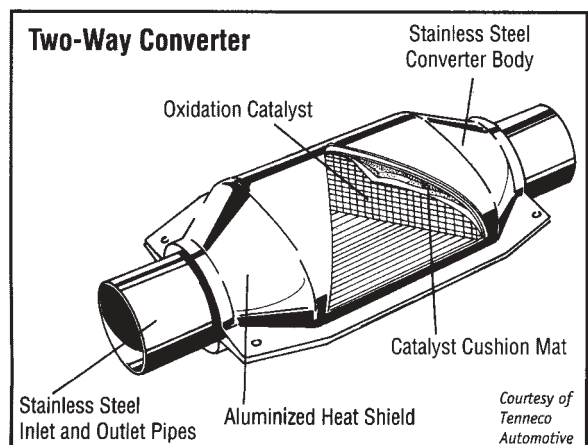
I returned a week later to inspection number two. Another failure but hey, the NOx is down from 5.38 to 4.50.

I'm on the right track at any rate. The results of this test showed a lean condition on the uphill cruise, implying that the timing is not advancing, as it should. Picked up the telephone to call the two whiz kids in our club, **Stuckey of Tennessee** and **Burnette of Texas** (with fellows like these you can't keep the south down long!) They both suggested that possibility that the computer is tired. I found one in Concord, N.C., as they are no longer available and stocked at the dealership. \$305, net, shipping included. But before I test the car with the new micro-processor, I decided to change plugs from Bosch Platinum's to the old Champions RN9Y to see if that will make a change. No good, I'm still at 4.5 and another \$35 lighter in the pocket.

Within a week I had the computer in and once again hit the Dynamo. Passed with .01 to spare at 3.99 and a Bronx cheer from all the techs at the station. Still, I wasn't quite convinced that all was well. True the computer was original with some 115,000 miles on it, and it wasn't advancing the timing, as it should uphill. A friend gave me the news that I had suspected. That the cat was performing marginally. Less than three years old, I had it welded in at Midas. It was a universal type fitted to the Renault. BUT IS NOT AS EFFICIENT as the one designed for the car at the dealership.

In terms of dollars and cents the Midas Catalyst cost me \$90 installed. But wasn't up to specs. When some time passed the coating inside slipped away prematurely. Now, the original catalyst sold thru Mopar retails for \$550 and the bad news is that they are no longer available and only about seven left in the entire country. I found one at M & M motors in Liberty, New York for \$330 and will install it at next year's annual emission inspection where I expect to pass with a Nox of 0.3?

I don't know if there is a moral to this story. I know it is one of economics. Just to be on the safe side I bought another EGR solenoid and an aftermarket EGR valve from NAPA to keep for future use. There are no Renault EGR valves for the 1.7 sad to say. The way I figure things, IN another 10 years or so, I won't be required to bring in the Alliance for emission testing as the vehicle will be over 25 years old, and that just suits me to a tee.



# RENAULT 4CV, CARAVELLE EXCEPT CARAVELLE "S", DAUPHINE, GORDINI—1955-'63

**KEY** →

▲ Conoco Super Lube

◀ Conoco Super Motor Oil SAE No. 20-20W

■ Positions For Frame Engaging Lift Adapters

▼ Conoco Super Lube

○ Service From Under Hood

**UNLESS OTHERWISE RECOMMENDED, LUBRICATE ALL POINTS EVERY 1000 MILES**

**STEERING GEAR** ▲

To reach fitting, remove spare tire on early Dauphine, metal panel on 4CV

CAUTION: Apply sparingly

**COOLING SYSTEM:** 4CV 5 1/2 qts. Others 5 qts.

**TRANSMISSION AND REAR AXLE (2 1/4 pts.)**

With 2 drain plugs:  
Early models (2 3/4 pts.)  
Late models (3 pts.)

To check level—  
Models with 3 plugs: Remove center plug at bottom of case. Add lubricant thru fill plug until it runs out at level check plug, allow excess to drain before replacing plug. Models with 2 plugs: Fill to lower edge of fill and level plug

To drain—  
Remove 2 drain plugs at bottom of cases. Drain lubricant and replace plugs. Add new lubricant thru fill plug until it runs out at level check plug, allow excess to drain before replacing both plugs

Conoco Universal Gear Lubricant SAE No.  
Summer above 32°F.....80  
Winter below 32°F.....80  
Continued sub-zero temp.....80  
Drain and refill: Every 6000 miles

**REAR WHEEL BEARINGS** ▲

Every 5000 miles

**FAN BELT TENSIONER PULLEY FITTING** ▼

Every 30,000 miles. Remove and replace plug. Some equipped with fittings

**WATER PUMP** ▼

Every 30,000 miles. Remove and replace plug. Some equipped with fittings

**CRANKCASE**

4CV (2 qts.) Others (2 1/2 qts.)

Drain and refill: '62-'63—3000 miles  
'55-'61—Winter—30 days  
Summer—60 days  
Do not exceed 1500 miles

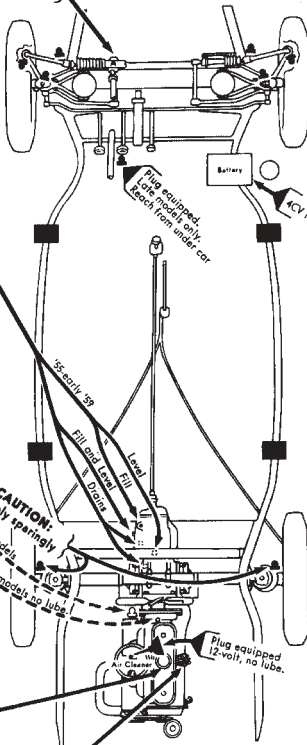
Conoco Super Motor Oil SAE No.  
Above 90°F.....20  
Not lower than 32°F.....20W } 10W-30  
Not lower than 10°F.....10W }  
Below 10°F.....5W-20

**DISTRIBUTOR CAM CENTER** →

Under rotor—4 drops on wick

**DISTRIBUTOR CAM LUBRICATOR** →

Every 5,000 miles. Apply 1 drop on felt



**SPECIAL SERVICES**

**AIR CLEANER**

Wash element in kerosene every 2000 miles, dry and wet with CONOCO Super MOTOR OIL SAE No. 50.

**AIR CLEANER—OIL BATH TYPE**

Clean base every 2000 miles. Fill to level mark with 1/2 pt. CONOCO Super MOTOR OIL (crankcase grade).

**AIR CLEANER—HEATER FILTER SCREEN**

Wash in kerosene every 1500 miles, dry and wet with CONOCO Super MOTOR OIL SAE No. 20-20W.

**OIL FILTER**

Replace oil filter element at least every 6000 miles or more often if oil becomes dirty.

**FRONT WHEEL BEARINGS**

Clean and repack with CONOCO SUPER LUBE every 5000 miles.

**HYDRAULIC BRAKES**

Reservoir located under front hood. Maintain to maximum level mark with CONOCO HYDRAULIC BRAKE FLUID.

**BRAKE CABLES—SPEEDOMETER CABLE**

See General Instructions.

**WINDSHIELD WIPERS**

Every 1000 miles, apply CONOCO Super MOTOR OIL SAE No. 10W sparingly to shafts.

**SHOCK ABSORBERS**

Direct acting type. Nonrefillable, servicing requires replacement.

**UNIVERSAL JOINTS**

Sealed type bearing.

**GAS TANK:** 4CV 7 gals. Others 8 1/2 gals.

**TIRE PRESSURES**

	FRONT	REAR
4CV		
5.00—15	13	23
Caravelle, Dauphine, Gordini		
5.50—15	14	23

**TUNE-UP DATA**

See Service Instructions for Procedure

BATTERY	AABM Group No.	Amp. Hrs.
4CV, 1955-59 early Dauphine, 1959 late-'63 Dauphine, Caravelle, Gordini	18 (6-volt)	75
	24	50

**COMPRESSION PRESSURE** (at cranking speed with throttle open) psi  
All .....approximately 130

**SPARK PLUGS**

4CV, Dauphine: AC 45F; Autolite AE6, AE62; Champion L-10  
Caravelle, Gordini: AC 44F; Autolite AE4; Champion L-7, L-10S  
Gap: .020"  
Torque: 12 ft. lb.

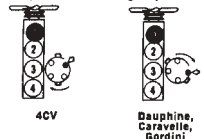
**IGNITION POINTS**

S.E.V. or Ducellier  
Gap: .018"  
Dwell angle: 54°-58° (56° preferred)

**CONDENSER**

S.E.V. or Ducellier  
Capacity: .23 mfd

**Cylinder Numbering Sequence**



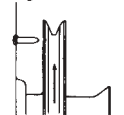
Firing Order: 1, 3, 4, 2

**TIMING PROCEDURE**

1. Connect suitable test light to distributor primary terminal and ground
2. Turn crankshaft pulley until notch is 1/4" before pointer
3. Turn distributor housing until points just open, as indicated by test light
4. Lock distributor and turn pulley several times to recheck setting

\*4CV, Caravelle, Gordini, and early Dauphine models are timed as indicated in step 2. Late Dauphine models, after fabrication No. 49063-73530, are timed with notch aligned with pointer; Fabrication No. is found on firewall under front hood

**Timing Mark and Setting**



Timing Setting (Before Top Dead Center): Pulley notch 1/4" before pointer except late Dauphine, notch aligned with pointer

**FUEL PUMP**

S.E.V. type 46J, 46AJ  
Pressure: 2-2 1/2 lb. at approximately 1000 rpm  
Volume: Approx. 1 pint in 1 minute at 1000 rpm

**CARBURETOR ADJUSTMENT**

SOLEX	Idle Mixture (initial turns)	Choke (notches) (initial turns)	Man. Trans.
4CV			
1-bbl. 22ICBT	2		
Dauphine			
1-bbl. 281BT	2		
Caravelle, Gordini			
1-bbl. 32PIBT	2		
ZENITH			
1-bbl. 281FT	2	index	

**ENGINE IDLE SPEED**

550 rpm

**VALVE CLEARANCES**

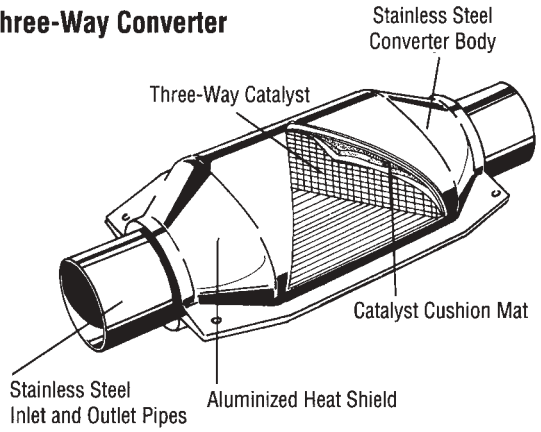
(engine cold, not running)  
Intake .006"; exhaust .008"

**BRAKE ADJUSTMENT**

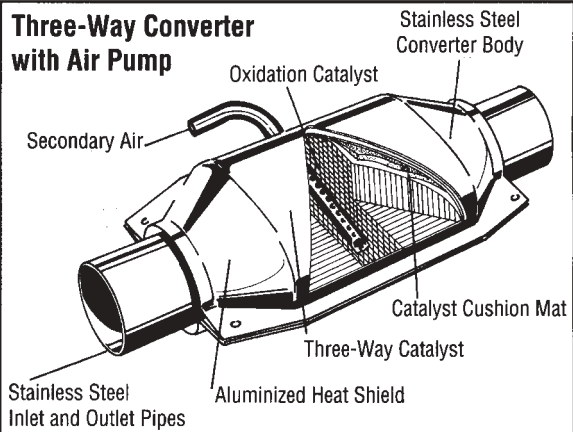
With the brakes cold, if the brake pedal can be depressed more than 2", the need for service is indicated

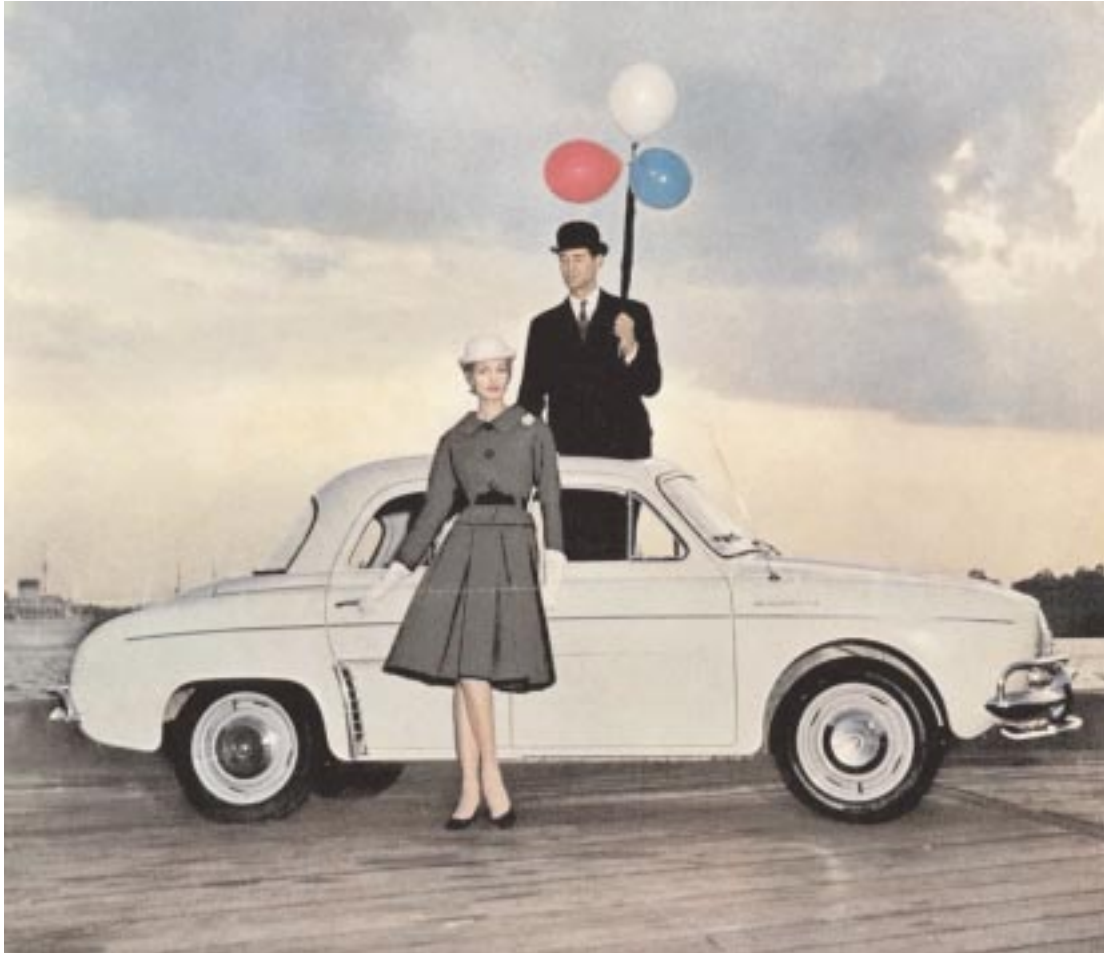
- Two adjustment cams are provided on each backing plate
1. Adjust the brakes as follows:  
While revolving the wheel in direction of forward rotation turn forward cam counterclockwise until shoe contacts drum
  2. Back off adjustment until drag is just eliminated
  3. Adjust rearward cam in same manner except revolve wheel in direction of reverse rotation and turn cam clockwise to expand shoe
  4. Repeat steps 1, 2 and 3 at each wheel
- Bleeding sequence: RR, LR, RF, LF

**Three-Way Converter**



**Three-Way Converter with Air Pump**





*vive Miss Bergdorf! vive the "Dauphine"*

**Marvelous Car By Renault, marvelous costume by Richard Cole.**

Translated from the French, what does the little car spell out? Great style. Great comfort. Great economy. What does our Miss B. costume say? "News"—in a pleated skirt, a belted easy-fitting jacket, and tailoring to-the-nines. All together—a happy interpretation of French-American chic that could go anywhere! Costume, in charcoal gray wool flannel, sizes 8 to 16, \$90.

**BERGDORF  
GOODMAN**

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