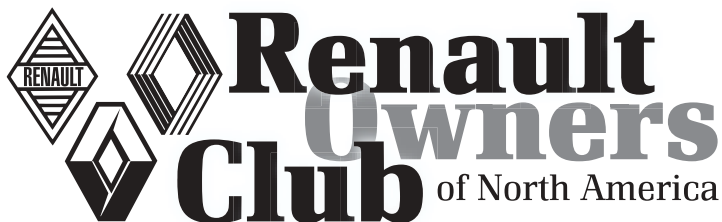


# Renault News

# 60



2nd Quarter 2001

June -July

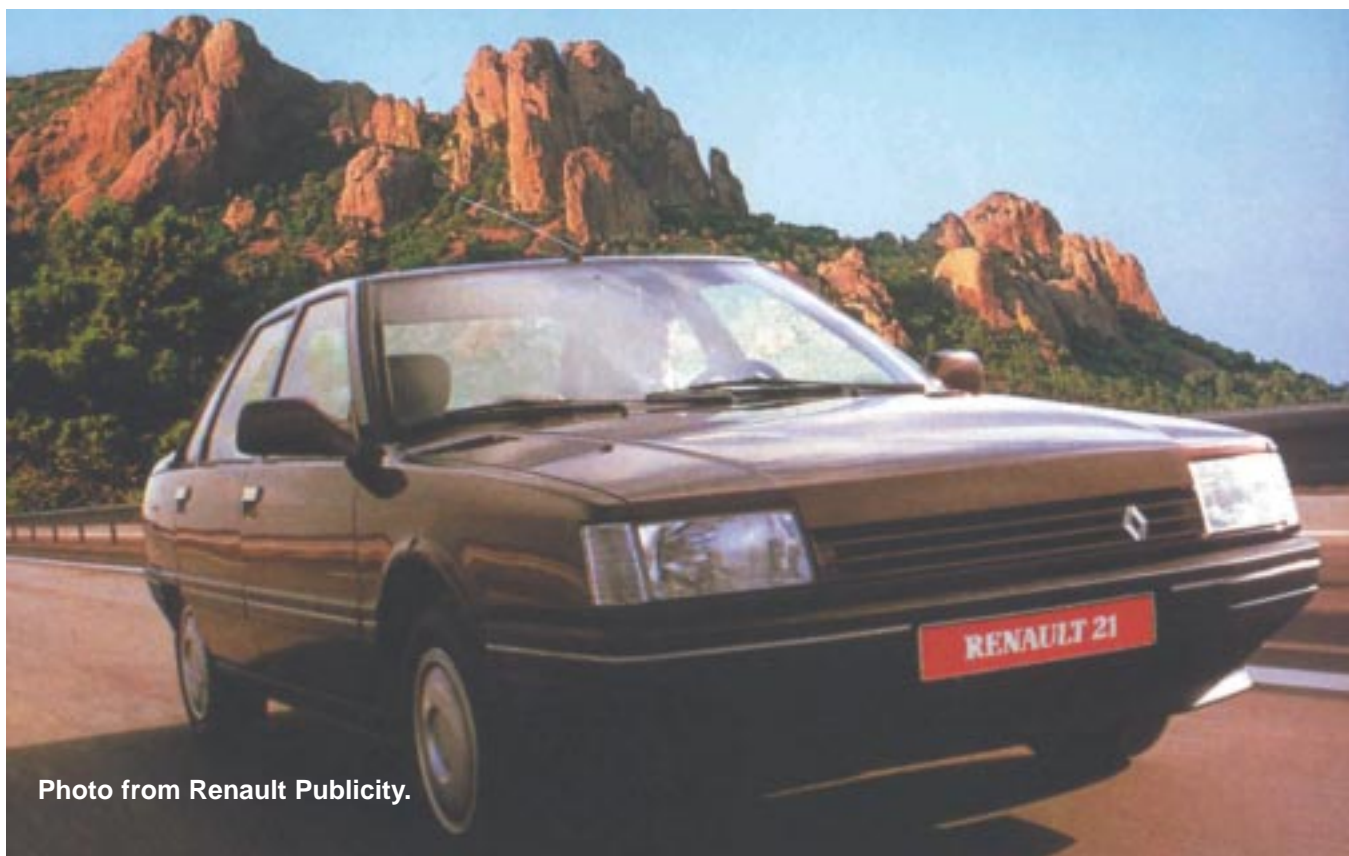


Photo from Renault Publicity.

## Renault Medallion Rebuttal - Page 17

Editor's Notes	3	R5 Restorations	08	Repairing a Medallion	18
World News	3	Renault 5 Experience	09	Treasurer's Report	21
New Members	4	Renault 18i A/C install	12	Scooter Fever	21
Letters & email	4	Back to Atlanta	14	R12, 15, 17 Tune Ups	23
Henney Kilowatt II?	6	News from México	15	Vintage Ad	24
		Medallion Rebuttal	17		

# Renault Owner's Club of North America

[www.renaultownersclub.org](http://www.renaultownersclub.org)

email: [info@renaultownersclub.org](mailto:info@renaultownersclub.org)

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

Vice President/Club Liaison	Jesse Patton
Membership Secretary	Jacques Lynn
New Member Secretary	Harrold Cooke
Treasurer	Dene Barrett
Editor of Directory	(vacant)
Editor of Index	(vacant)
Editor of Marketplace	Don McLaughlin
Editor of Registry	Ray Dietz
Editor of <i>Renault News</i>	Marvin McFalls
Publishers	Bob & Carol Howard
Historian - Back Issues	Harrold Cooke
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	(vacant)
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:

**Harrold Cooke**, 31218 Stanley, Lucerne Valley, CA 92356  
[newmembership@renaultownersclub.org](mailto:newmembership@renaultownersclub.org)

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

Page 2

**Classified Advertisements:** Send to *Marketplace* Editor:

**Don McLaughlin**

[marketplace@renaultownersclub.org](mailto:marketplace@renaultownersclub.org)

**Articles-Letters-Correspondence:**

**Marvin McFalls**,

411 Dogwood Valley Road, Kingston, TN 37763

[editor@renaultownersclub.org](mailto:editor@renaultownersclub.org)

**Newsletter Production- Graphic Artist**

**Allan Meyer**, P.O. Box 6695, Woodland Hills, CA 91365-6695

[allan\\_g\\_y\\_meyer@yahoo.com](mailto:allan_g_y_meyer@yahoo.com)

**Publishers**

**Bob & Carol Howard**,

8537 Greenbriar Estates Rd, Edwardsville, IL 62025

[publishers@renaultownersclub.org](mailto:publishers@renaultownersclub.org)

**Display Advertising:**

**Jacques Lynn** (619) 561-6687;

13839 Old Highway 80, El Cajon, CA 92021

**Back Issue Requests:** Send US\$ 2.00 to ROCONA Historian

**Harrold Cooke**, 31218 Stanley, Lucerne Valley, CA 92356

**Inter-Club Liaison- Club Correspondence:**

**Jesse Patton** (516) 669-2598;

52 Nicole Place, West Babylon, NY, 11704

**Registry Information & Changes:**

**Ray Dietz** (540) 638-8563;

1250 Lanier Rd, Martinsville, VA 24112-5212

**Technical Advisors:**

**Bob Fogt**,

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

**Ray Dietz** (540) 638-8563;

1250 Lanier Rd, Martinsville, VA 24112-5212

**Sam Stuckey** (865) 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

Renault News Issue 60

## Editor's Notes:

Issue #60 has come along quite nicely. As usual I have received plenty of great materials from club members. I want to thank **Ray Dietz, Francisco Miranda, Trong Nguyen, Sam Stuckey, Terry Zabransky, and John Zimmerschied** for submitting article. As well as **John Callan, Jesse Patton, Jeff Schira, and Brad Stevens** for submitting photos, brochures and other materials used in this issue. I also want to thank everyone who sent in e-mails and letters to the editor. Please continue to send them in so we can keep this feature in upcoming issues. It is hard to believe but I only wrote one article for this issue. I must say we have one of the best clubs around when it comes to contributors to the newsletter. I also need to apologize for an omission for issue #59.

**Francisco Miranda** sent in several stories after the deadline, but I decided to slide the Acapulco Rally story in late. I passed it on to Allan, and forgot to give Francisco proper credit as the author. I hope everyone enjoyed that story and will enjoy the other two by Francisco that are in this issue.

I must say that it is a quite enjoyable process editing these newsletters and all the pats on the back make it easier to keep putting out high quality issues, but doing so takes it toll. Being that the newsletter was so far behind when I took over, and working out all the bugs involved in the system of producing the newsletter I haven't had a full three months between each issue. So I have pretty much worked non-stop since taking over last October. This, will all change starting with issue #61. We will finally have caught up and should be able to put out the newsletter as scheduled with a full three months lead-time between issues.

So at this point, I would like to offer the position of newsletter editor available starting with issue #63 for Spring 2002. I feel confident that the office will be in excellent shape by the end of this year and the transition period for a new editor would be very short. Starting in January 2002, I would like to serve a one-year term as New Members Secretary/Historian. I believe that it is important for club officers to rotate offices, so in case of an emergency the club doesn't come to a halt because no one knows how to do a particular job. If you have basic computer skills, typing skills, interest in writing, organizing materials, and are an amateur photographer you could be the next newsletter editor. With the support of professional graphic artists like **Allan and Kurt**, they can make you look like a genius like they do for me. If you might be interested in taking over this position for next year or even just one issue in 2002, contact me and we can discuss what is all involved. It gives me a great feeling when I receive my copy each quarter, and see all my work put together in a professional looking newsletter.

Megane images from Renault publicity.



Renault News Issue 60

## Renault News From around the world

### Titanic's Bow Decaying

The Bow section of the sunken Titanic is in danger of collapsing as the seas claim the remains of the world's most famous shipwreck, divers confirmed this week during the latest expedition to the wreckage site.

The ship's bow, weighed down by a 15 ? ton anchor lying on the deck, "is on the verge of catastrophic failure," and now paper thin interior walls and ceilings of the ship are crumbling, salvors said. Salvors this week completed eight dives to the ship, which lies on the sea floor about 2 ? miles under the surface, racing to map out and recover items from first-class baggage and the front cargo hold believed to hold a stash of diamonds, jewelry, and artifacts like a **1912 Renault automobile**.

During a nearly month-long expedition to the Titanic that departed from Norfolk Virginia, salvors will for the first time recover artifacts from inside the ship, sending unmanned submersibles into the front cargo hold threatened with collapse.

### Renault Missing

On another front, it sounded for a while earlier this year as if the alliance between France's Renault and Japan's Nissan Motor Co. Ltd. Might bring some Renault products back to the United States. But company executives are squelching those expectations – at least until platforms can be developed from the start with the purpose of carrying Renault and Nissan models.

### Laguna II receives 5-Star Rating

Renault becomes the first manufacturer to achieve an exceptional 5-star rating in the Euro-NCAP crash tests. Euro-NCAP today presented the results of its passive safety tests on compact monospace models. Confirming the results for the Mégane, the Renault Scénic has been awarded 4 stars, positioning it as one of the safest models in its class. Euro-NCAP also announced the results of the crash tests, which it has carried out on the all-new Renault Laguna II. This model is the first in the market, in any segment, to achieve the exceptional rating of 5 stars...

# New Members

Joseph Crivelli 1981 R5  
79 Kenyon St, Hartford, CT 06165  
H: 860-231-1464 W: 860-768-4304

Jerry W. "Jake" Firebaugh, Sr. 1957 4 CV  
HCR 3 Box 348, Del Rio, TX 78840  
H: 915-292-4392

Jeff Hardin 1956 4 CV Sunroof  
31544 S.E. Bluff Rd, Gresham, OR 97080  
H: 503-663-6176 W: 503-307-8172

Michael Ryle 1949 4 CV  
910 Airport Rd, Merritt Island, FL 32952  
H: 321-455-1475

Edwin M. Storlie 1982 Le Car Sunroof  
2710 Santa Anita, El Monte, CA 91733  
[wooney@aol.com](mailto:wooney@aol.com)  
H: 626-442-5536

David Hermann 1979 R 17 G  
3517 South River Terrace, 1983/4 Fuegos  
Edgewater, MD 21937  
[davidemail@go.com](mailto:davidemail@go.com)

Blayn Reimnitz 1988 Medallion  
1189 McLean St, St. Paul, MN 55106  
[dangerousdogs@qwest.net](mailto:dangerousdogs@qwest.net)  
H: 651-771-1366 W: 651-690-5123

Kyle L. Brenner 1984 Fuego  
2406 Madison St, Bellevue, NE 69005-5142  
[kyleb1b@home.com](mailto:kyleb1b@home.com)  
H: 402-291-8299 W: 402-636-6457

Viv Clarke 1984 Fuego 2.2  
General Delivery, Inglewood, ONT, L0N 1K0 Canada  
[vivc@sympatico.ca](mailto:vivc@sympatico.ca)  
H: 770-642-8473

Dick DeHart  
1870 The Exchnage, Ste 199 Atlanta, GA 30339  
[ddhart@bellsouth.net](mailto:ddhart@bellsouth.net)  
H: 770-642-8473 W: 770-988-9711

Barry T. Shaffer 1983 Fuego (2)  
4310 N. Vineland Ave, #212, N. Hollywood, CA 91602  
H: 818-506-0679

Larry Grady  
96 Broad St, Wethersfield, CT 06109  
H: 860-529-4662 W: 203-237-0261

Brian Metzendorf 1985 Alliance Conv.  
431 Washington Ave, Warren, OH NOZIP 1985  
Alliance (moonroof)  
[go2w7777@htomail.com](mailto:go2w7777@htomail.com) H: 330-327-8576

Gregory Steirer 1985 R9 (Alliance) Conv.  
3174 Red Bird Rd, Apopka, FL 32712  
[gsteirer@aol.com](mailto:gsteirer@aol.com)  
H: 407-880-1525 W: 407-224-5174

Dwight Deangelis  
25 1/2 Tampa Street Mahapan, Boston, MA 02126  
H: 617-361-0399 W: 617-364-6537

Michael F. Gardener 1965 Caravelle  
2207 Fairway Dr, Dodge City, KS 67801  
[lquester@midusa.net](mailto:lquester@midusa.net)  
H: 620-225-4064 W: 620-227-8181

Benjamin R. Peterson 1967 R16  
312 Pleasant St, Woodstock, IL 60098  
[brp20\\_99@yahoo.com](mailto:brp20_99@yahoo.com)  
H: 815-338-8641

Robert Thompson 1967 Caravelle  
959 Simpson Brook Rd, Townshend, VT 05353  
[thomson@together.net](mailto:thomson@together.net)  
H: 802-365-4345 W: 802-365-7032

## Letters & email

From: [Planete7@aol.com](mailto:Planete7@aol.com)  
To: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)

Hello !

I live in Nantes, France. I was searching some info about the Renault Premier, and found your website. I didn't know that there exist Renault Fan's Club in USA ! I thought that this car-maker had a very bad reputation in the USA. But the cars you present are very old !! In Europe, the new Laguna has just appeared. This car doesn't function with a traditional key, but with an electronic card, which opens and closes the doors automatically.

I'm waiting with a lot of impatience the very original Avantage, which should have been released in Septembre 2000. There is a lot of delay, because of a double-kinematics opened-doors system, which is very hard to build. Finally, it will be released in Septembre 2001. In March Renault will be introducing, in the International Motorshow of Geneva, the Renault Vel Satis, which will substitute the very old Safrane in the end of the year. The design will be, like the Avantage and the new Espace (2002), very original. If you want, I can scan some photos from French magazines! Vel Satis will be powered by a 2.0 16V turbo (170 hp), a V6 2.9 (210 hp), and a V6 3.5, 250 hp. For diesel engines, there will be a 2.2 dCi (Common Rail), 145 hp, and a V6 3.0 dCi, 170 hp. It will function, like the

Laguna, the Avantime or the new Espace (2002) with an electronic card, and will be equipped with an automatic hand brake. Furthermore, it is said that the climate control and the Hi-Fi System will be controlled with voice! If you want further information check out the official website, it is under construction for the moment (<http://vel-satis.renault.com>), but you can see some photos on the official Renault Switzerland website: <http://www.renault.ch/html/findex.html> ('Salon de l'Auto'). Bye, Pierre

From: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)  
To: [Planete7@aol.com](mailto:Planete7@aol.com)  
Pierre

Thanks for all the information. It is good to hear from another Renault fan. I look forward to seeing some of your scans, and I am sending some photos from some of our recent events with this e-mail.

Thanks  
Marvin, Editor ROCNA

From: [SchaeferTas@aol.com](mailto:SchaeferTas@aol.com)  
To: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)  
HELP!!!

We have a 1987 Renault GTA. We would like to know if you have any history or value on this vehicle. We are trying to restore it and need help in finding parts.

The vehicle was recently involved in an accident and the other parties insurance company wants to total it out for \$500. The car ran great, had new carpeting, like new seats, the dash board was great, had new rims and tires and the engine ran great. We do not want to part with this rare car. Please give us the history of the car and possible restorable value so that we can inform the insurance company.

The sooner we can get back to them, the better. Please respond!! Thank you for any help you can give!! -Toni

From: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)  
To: [SchaeferTas@aol.com](mailto:SchaeferTas@aol.com)

Toni:  
Generally speaking a Renault GTA would be worth around \$1500. If you need parts you can contact me at [moose01@bellsouth.net](mailto:moose01@bellsouth.net)

Thanks  
Marvin, Editor, ROCNA

From: [Twpursley@peoplepc.com](mailto:Twpursley@peoplepc.com)  
To: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)

I have an Alliance GTA that is, as you know, impossible to get parts for. I had a leak in the top end of the engine at the camshaft and the oil prematurely ruined the belt. Thus I have bent valves. The engine has been setting for over three years and it needs a complete overhaul. I have tried several web sites, like the place in Bossier City, LA with no luck. I am resigned to the fact there are no

parts for it. SO, I was wondering if anyone has converted one to electric? It is light, has a good suspension, everything else works and the body is still in good shape. If you have any information, give me a shout.

Thanks, Terry

From: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)  
To: [Twpursley@peoplepc.com](mailto:Twpursley@peoplepc.com)

Terry

I haven't heard of anyone converting a GTA to electric. If you can't find a GTA engine I would suggest you look for a 1.7 litre Alliance. You should be able to pick up a complete car fairly cheap and transplant it into your GTA.

Thanks  
Marvin, Editor, ROCNA

Dave Hazen, Pitsford, Northants, U.K.  
January 18 2001  
Bradford A. Stevens  
President, American Alpine A310

Brad:

Just a quick note to let you know that I am alive and well. Life in England is not very different from the US. Work at Cosworth is very hectic, but I'm enjoying every minute of it. I've always wanted to work in Formula One and it is still hard to believe that I've made it. (I am the piston engineer for this year's engine) I understand that you ran into a fellow Cosworth F1 guy this past summer, Mike Draisey, with his father-in-law at a car show near you. He came back and said he couldn't believe that he'd run into someone who knew me. It truly is a small world!

I found out from my brother that he had been driving the A310 almost exclusively this past summer, in spite of having his own Porsche 944 and my 911S at his disposal. Of course, he had to collect it from a friend of mine (another life-long Porsche owner) in Michigan who was reveling in driving it. I have to say it has converted everyone who has driven it into an Alpine fan. I also have to say that, after my family and friends, I am missing the Alpine and 911 more than anything else.

Over here, I have been doing a lot of traveling and sightseeing. I'm driving a Ford Focus 2.0 litre Zetec, which I have to admit I rather like. It is no A310, but it does handle very well. I've been to the Isle of Man for the TT motorcycle race, down to Goodwood for the Festival of Speed (a hill climb combined with the greatest collection of vintage racecars, drivers, etc), and to every racing car, motorcycle and aircraft museum with a couple hours. This year is going to be a very busy one, with the TT and Festival speed again, LeMans, the British Grand Prix, Cart at Rockingham (here in the UK, not in North Carolina), the Manx and RAC rallies, and possibly Monaco or Monza GP's, along with the remaining half dozen museums I have yet to see. It should be fun

Talk to you soon, Dave

## Henny Kilowatt II?

From: Frank@Hillerich.de

To: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)

Hi there, I once owned a R4 pleinair, built 1969 and now seeking one. Have there ever been some of these cars over in the USA?

Thanks from Germany, Frank Hillerich

To: Frank@Hillerich.de

From: [Editor@Renaultownersclub.org](mailto:Editor@Renaultownersclub.org)

Hello Frank

The R4 was never marketed by Renault in the US, but because the car was built for nearly thirty years many have found their way over here. Some were actually built and sold in México for many years, and I actually heard of an early R4 for sale in San Francisco recently.

Thanks

Marvin , Editor, ROCNA



R4 at the Southwest Unique Little Car Show, San Jose, CA 1996.  
Photo from Bibliopticus Alanskii.



Club Member Larry Claypool e-mailed me to tell me about a new website he came across called [www.feel-goodcars.com](http://www.feel-goodcars.com). He told me they were planning to sell a new version of the Henny Kilowatt. These Electric Dauphines are being built by a company called F.G.C. or Feel Good Cars located in Toronto, Canada. It's a street-legal vehicle, ready to travel, fully equipped with a state-of-the-art electric motor, controller and super-sealed battery system. There's ample seating for four adults in this expertly restored vehicle updated for safety and comfort.

### Now lets get down to the major questions:

How far will the Dauphine Electric travel? About 80 km (50 miles) depending on driving conditions and style of driving.

How fast will it go? About 100 km (62 miles) per hour.

How often will I have to charge the batteries? Every night is recommended. But, if you regularly drive only very short distances every day, we recommend that you wait until the battery pack reaches 50% discharge before recharging. Your batteries will last longer.

How much will it cost? They are aiming for an approximate cost of CDN \$20,000 to \$25,000, which works out to \$13,000 to \$16,000 U.S.

FGC plans to start selling the Dauphine Electric in 3-4 months. If you are interested in learning more about the cars, or if you live or are going to be in the Toronto area and want to arrange a test drive, contact Ian Clifford, President of FGC at: 416-535-8395, or you can write them at: Feel Good Cars Inc., 83 Kincort Street, Toronto, Ontario, Canada, M6M 5G7





All images from FGC publicity.  
 From left: Marek Warunkiewicz,  
 VP of Marketing; Ian Clifford,  
 President; Probyn "Bunny" Gayle,  
 Chief Technology Officer.

Here's how FGC creates a Dauphine Electric car:

**What stays**

- Lighting system
- Turning signal system
- Braking system
- Steering System
- Suspension and transmission

**What's thrown out**

- Gasoline engine
- Radiator
- Gas tank
- Fuel lines
- Exhaust systems
- Emission wires and hoses
- 12-volt battery



**What's refurbished**

Vehicle body, chassis and mechanicals are stripped for inspection, repaired or replaced and repainted. Windows and window sealants are inspected and replaced as necessary. Interior liners are replaced

**What's added**

- Electric motor
- Controller
- Charger
- DC-to-DC converter
- Dashboard E-meter (electric "fuel" gauge and trip computer)
- Battery trays and boxes and battery heating system.
- Valve regulated lead acid batteries
- Control Wires
- Power wires
- 3-point safety belts front and rear



## R-5 Restorations

By Terry Zabransky and Judy Napoleon

About a year ago, you may recall, I wrote a short article concerning the restoration of our 2 R-5s. I also mentioned that I would be restoring the 3<sup>rd</sup> R-5 over the winter. That 3<sup>rd</sup> restoration is now complete and all three look as if they were driven off the showroom floor!!!

All three cars were painted and the appropriate bodywork for \$5000. We used German Wurth paint and the finish is beautiful. I also spent approximately \$5000 for all the parts and fabrications, etc. that went into the restoration. It sounds like a lot of money, but to us it is



worth it. We can't imagine life without our R-5's. They do everything for us. I'd like to thank Marvin McFalls, Pierre Tocco and the ROCNA Marketplace for helping me find the parts I could not obtain myself.



Here is a brief synopsis of what went into each car. 1982 R-5 Red / 150,000 miles: two new front fenders, steering rack and tie rod ends, ball joints, A-arm bushings, fabricated new front box frame and replaced front floors, stainless exhaust system with ANSA tips, replaced all brake lines. Original Sport interior is in excellent condition. 1982 R-5 Black / 131,000 miles: Steering rack, tie rod ends, ball joints, A-arm bushings, stainless exhaust with ANSA tips, Original Sport interior is also in excellent condition. 1983 R-5 White / 105,000 miles: Steering rack, tie rod ends, ball joints, A-arm bushings stainless exhaust with ANSA tips, replaced all brake lines, new master cylinder and proportioning valve. Racing header and Weber Carburetor, Vinyl interior is also excellent!

As I said above, it may seem like a lot of time and money, but if I had to buy a new car, there's nothing on the market now I'd want to own. With proper maintenance and the continued use of synthetic fluids, I don't see why these cars can't last for a long time to come! We just love our R-5s. Long live the R-5!!!

Henney Kilowatt images from HMC publicity.





# THE RENAULT EXPERIENCE - PART CINQ

## NOT A VERY GOOD ONE !

by Trong Nguyen (Blaak Racing)

Greetings from Montreal, Canada! Well, it has been a long time since I have written an article for the club's newsletter (December 1998, no. 49). I now have some time since I am working as a freelance industrial designer/illustrator in the movie business (P.S. check out the vehicles in the coming movies; Pluto Nash and Rollerball). It's an on and off job. So, what's new up here? We (my brother and I) are currently rebuilding our **R5 Alpine Turbo II look**. From our last articles, we were searching for parts. After much research, we decided to go with a local contact, **Alpine America**. We were planning to just do the mechanic part of the car like match port the head, install high performance pistons, replace the transmission for an upgraded one (coming from an **R5 Alpine Turbo**, Type NG5), rebuild the Weber 40 DCOE, etc. You get the idea. That was our plan BUT, upon removing the engine we discovered that the engine bay was in an unusual condition. There were lots of putty work, poor welding and warped sheet metal! That car was in an accident!!

As we took a closer look at the frame, guess what, there was some welding points to the frame too! The whole front frame seemed odd, but we thought that it was the body kit that was just little bit off. To get a third opinion, we shipped the car to a friend that has a body shop. He fixes wrecked cars for assurance companies and other basic paint jobs. With his well-trained eyes, our friend examined the frame and confirmed that it was not straight. In the matter of fact, the front frame was slightly pointing towards the right and has a 0.5" height difference compare to the left side. Indeed after looking again, nothing was straight! You can image how disappointed and upset we were.

All this would explain a lot about the handling of the car. On flat long roads, the car drove nice but when we reached city roads where there are lots of irregular surfaces (humps and "truck tracks") the car would "twist". You really had to hold the steering wheel with both hands and pay attention. Basically, the only time that you can be somewhat relax at the wheel was

when we would drive in the city at low speeds.

So what was our decision? We can try to straighten the car's frame or get another body. Many of you would most likely say to straighten the frame. However, knowing that the car was not perfect we will never feel good driving it, no joy. So, we got another **R5 Body** for 600\$ CAN (stripped down already).

Now, we have to remove the wide body kit and transfer it to the new body. The front parts are easy but the rear fenders are another story. By the way, we finally found the original hood (and other frontal body parts) with the air scoop of the **R5 Turbo II**. This project is going to be costly! However, it's a rare car in this configuration. Maybe, it's worth it.

Reflecting on this experience, we now know the reason why the car was sold five times. The previous owners must have known this problem. Because of our **RENAULT FEVER**, my brother and I fell in love with this car; blinded by its looks! Looking back the day we bought this car, we



## THE RENAULT EXPERIENCE - PART SIX

Renault Meet Autumn 1999 at Mont Tremblant Race Track.

by Trong Nguyen (Blaak Racing)

made some mistakes. We should have had the car inspected by a certified garage. We wanted to do so but the car was not plated and we couldn't drive it too far. We did inspect ourselves since we do know a bit of mechanics but in terms of frame work, that's another story. We also went to see the mechanic who services the car and he said that it was fine. The whole thing was a scam. We trusted them, we got screwed big time. This car is a case of the "hidden screw". This was supposed to be your basic straightforward engine rebuilt and now it has become a major and costly project!!  
*The Renault experience continues again; hopefully better...*

P.S. There is a real **red 1984 R5 Turbo II** for sale near my place! We have known for years that the owner of this Chrysler dealership has owned it. It is all original, one owner, very low mileage and super clean! I see it everyday coming back from work in the car dealer's showroom. Who would have thought that he would sell it? It's driving my brother and I crazy seeing it!!!

I know this is very old news but I thought I'd finally share this event with my fellow Renault members because up here, the Renault 5 (LeCar) is a very popular model. This meet was a last minute thing organized by **Alpine America**. It was at the Mont-Tremblant Race Track, 3 hours north of Montreal. It recently re-opened after two years of major renovation. Nice place to see in the fall with all the multi-colored leaves. It was the last races of the season for all classes, from Formula 1600 to Sedan GT to Vintage Car.

The cars that showed up were either clients of Alpine America or friends who owned Renaults. There were only 9 Renaults: 4 stock **R5's**, a silver **R5 Alpine** (with a very nice body kit), a yellow **R5 Alpine Turbo**, a **R17 Gordini** with a carbureted **Fuego Turbo** engine (engine imported from France), a blue **A-310** and **A-110 1600s** who was racing in the Vintage Car class. We had a picnic and assisted the races, especially during the Vintage Car race.



The meet was not an official one and was not as big as the ones down south but it was interesting to see a small group of Renaults in one spot. We calculated that we were just ? of owners who showed up. There was a least a dozen missing, mostly **R5s**, and there were probably other Renaults out there that we don't know about. For a fact, a lot of them are in restoration phase or couldn't make it. I can't wait to finish my car!





As you can see, **R5s** are a very popular model. With the help of Alpine America, we can easily convert those stock 60 hp for the 90 hp **R5 Alpine** engines or the 110 hp **R5 Alpine Turbo**, plus add suspension and other goodies to make it look like the European **R5 Alpine**.

Last year (2000), we were planning a meet at **Alpine America** with its huge back yard. Unfortunately, the owner had no time to organize it. He was too busy travelling to France and importing parts. There was a large demand for **A-310** and **A-110** parts last year. So, will we have a meet this year (2001)? Perhaps one day, we should have some of you Renault members down south come up here? *The Renault experience continues once again.*

Picture descriptions:  
Photos from the author.



Pg. 9 above: Green R5 Alpine with R5 Turbo II look (when we just bought it)  
Pg. 9 below: Taking the engine apart  
Pg. 10 above: Stripping the car  
Pg. 10 below: New shell



Pg. 12 top: Silver R5 Alpine with body kit  
Pg. 12 middle: Mont Tremblant Renault Meet 1999  
Pg. 12 below : From left- 6 R5, R17 Gordini, A-310

# Renault 18i A/C Installation

Text and Photos By Ray Dietz

Back in November of 1980 Nancy and I purchased this 18i new. It now has over 185,000 miles. This car didn't have air conditioning when we bought it so it was more or less not a summer car. Not too long ago a friend of mine in Frederick, MD called and said his wife's 1983 Fuego had caught on fire under the hood. He decided that he just wanted to get rid of the car and he said that I could have it if I came and picked up. Well, I drove to Frederick with a tow bar and I towed the Fuego home to Martinsville, VA with a one of my 18i wagons.

Once at home I began looking to see what was salvageable and it looked like the A/C unit might fit into an R18i if one were patient enough to do a few modifications. So I took the entire A/C system out of the Fuego and began the installation into the 1981 18i Wagon. I started under the hood by removing the small radiator and installing the much larger radiator, which is used with A/C. That part went well along with the compressor and mounting bracket. The engine compartment wiring harness already had the wire for the compressor but it only went as far as the firewall. It didn't take long to put the rest of the wiring in place from the Fuego wiring harness. Keep in mind however that with A/C there are two radiator cooling fans along with separate relays and circuit breakers. It took a little time to make everything look like factory installation. I even used the same filter/dryer unit, which has a high and low-pressure cut-off switch while the 81 harness is made for only a low-pressure cut-off switch. With the help of a Fuego wiring diagram this problem was easily solved.

The surprise came when I went to mount the cooling fans and condenser. That combination was too thick to fit into the R18i. This was remedied by modifying the radiator mounting and slanting the radiator back toward the engine as far as possible. It still wouldn't quite fit so I ground out some of the backside of the grille. That did the

trick but it sure is a close fit. The next portion of the job was to remove the heater motor and heater core and replace the box with the one from the Fuego, which had the vacuum solenoid mounting platform as well as the proper air door cable mountings. These mountings are on the reverse side if you don't have A/C. Now I also need a vacuum reservoir for the operation of the A/C control panel. This I ended up mounting next to the radiator coolant bottle up near the firewall.

The last thing to change under the hood is the throttle body. If you don't change this you won't have the A/C high idle vacuum diaphragm valve and electric solenoid. These two items receive a signal from the compressor and increase the idle air to maintain a steady idle and thus compensate for the compressor load. At that point the under the hood work was complete with the exception of new A/C freon hoses. The hoses from the Fuego were not only burned but were the wrong shape to fit the 18i. Fortunately, one of our auto parts shops will custom make hoses and that is what I had done.

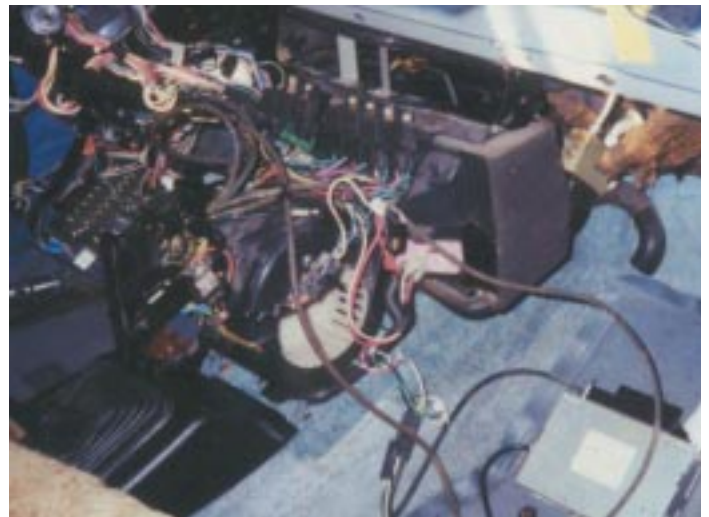
Now for the interesting part, which was the under dash part. This required removing the entire console and



Everything taken out and ready for A/C installation.



View from driver's side.



A/C unit partially installed.

# 18

dashboard. Be sure to follow the factory manual when doing this or you will break more than one plastic part. However, disassembling this by the book left me with no broken parts and lots of screws, nuts, and bolts all carefully labeled. The car without A/C of course had defrosters and air vents but they were different. So I had to replace the under dash vents with those from the Fuego. Each of those vents has an air-operated solenoid and it is a really tight fit but it works. The defroster ducts for A/C are insulated to avoid condensation from dripping under the dash so I used those from the Fuego. The transition piece, which connects the in-dash vents with the defroster ducts and the blower, is totally different for the A/C system. I was lucky enough to have one of those on hand from another vehicle, as I had already towed the vehicle to Harrisonburg, VA and given it to club member Clayton Hoover.

The only way I can describe installing the under dash part of the system was to say it was very frustrating figuring out the vacuum hose system and the wiring. It took me several days to get everything hooked up correctly and it is imperative to have a factory-wiring diagram. There was no allowance for factory A/C wiring in cars which didn't with A/C except for the one compressor wire

under the hood.

Finally, with everything back in place it was time to try out the system. The pump down evacuation of the system went so smoothly that I suspected something must be wrong. After valving everything off and waiting two hours the vacuum held perfectly. The compressor was a rebuilt model, which I had purchased from Advance Auto Parts. Although it was supposed to have 6 oz. of oil already in it, I added two more and then metered in the refrigerant until I saw no more bubbles in the sight glass. Now came the problem! The vacuum system just wouldn't work correctly therefore the air doors wouldn't work properly. I replaced the push button panel to no avail and even replaced the air solenoids under the dash. That didn't help either. Finally I found that the driver's side under dash solenoid hose was not attached to the nipple but was pushed between the nipple and the solenoid housing. It was a perfect fit and felt just like it was in the right place but it is in a location where you cannot see it and it is essentially a Braille task to connect the vacuum line. How did I locate the problem? I have a small hand vacuum pump, which I used on each individual vacuum circuit until I found an open circuit. Even then I didn't find the real problem right away because it is so easy to push the hose in place and think it is hooked up correctly while in fact it is not on the nipple. Finally everything worked perfectly.

I recently tested the new system on a trip to Florida. I logged more than 2000 miles on the trip without any problems especially from the air conditioning, as it actually works better than the factory system in my other 18i wagon. Incidentally, the Sanyo compressor, which Renault used, is readily available as it was used for many applications including John Deere equipment. When ordering, just be



Dash with one of the insulated ducts in place.



Totally stripped dashboard.



A/C unit w/ hoses, wiring. Note 6 relays at wire plugins.



Pumping down the system and loading freon. Note vacuum reservoir just to right of coolant bottle.

## Back to Atlanta

Text and Photos by Marvin McFalls

After a long winter it was once again time to make it to a French Car club meeting. It had been since the fall since Marty and I had attended a meeting. This time we decide to bring Sam along with us. We even convinced him to drive his Black Alliance GTA. We all met up at Marty's garage and headed for Atlanta shortly after 4 PM, on March 6<sup>th</sup>. After stopping for dinner, we made it to La Madeline Café around 7:30 PM. Much to our surprise, there was an Alpine in the parking lot. Besides Sam's GTA and Richard Webb's Alpine GTA Turbo we also had Gary Goldstein's Peugeot 604 and the Rahnerts' brought their Citroën CX. Four different makes of French cars was a first for a meeting that we had attended.

Gary had heard about this car being for sale last summer, but he wasn't able to track down the seller. Amazingly, he ran into the new owner recently and invited him to come to a meeting. Little did Gary know that he would attend. We were also joined by a couple of other French Car Club members, Dan Segal, and Dick DeHart. Dan is a long time member, but Dick is new. He owned a 1962 Caravelle back when it was new. Being that a Ventoux

motor powered it, he had liked the car but complained that it didn't have enough power. When I told him that Renault had made more powerful Caravelles, he said he might like to own another one. He asked me where he could find one. I suggested he joined the Renault Owner Club. I told him that I had some applications with me, and later that evening he became the newest member of our club.

After enjoying some French cuisine, we all began talking and sharing various literature and other car memorabilia. We enjoyed talking and before long it was 9:00 PM, and they turned the lights up. This lets you know that they are getting ready to close down. We gathered up all our stuff, and decided to go outside and get a good look at the Alpine. I did take several pictures of the GTA Turbo. It was a cold evening so it didn't take long before we started getting cold so everyone loaded in his or her cars about 9:30 PM. We started the long trip back to Tennessee. It was about 12:30 AM when we made it back to Marty's shop. It had been a very fun trip. If you are ever in Atlanta, the first Tuesday of the month I recommend paying a visit to La Madeline. The food is excellent, (I prefer the bread and pastries myself) and the conversation is to say the least interesting.



# News from México

Text and Photos by Francisco Miranda

Well an event took place this last 13/14<sup>th</sup> January. The BMW Sport Club invited us to the first "Classic Motor Show 2001" a gathering of very interesting cars. The venue was the Hippodrome of México City that was recently remodeled. Our club Renault Gordini Sport gathered 40 vehicles, which were admired and enjoyed by the many assistants to the show. This time we were honored to have an "unveiling" of a Dinalpin with Gordini engine property of Roberto Wolf. His collection is certainly growing in the right direction! The car had a paint job by Cacheux and the mechanical restoration was in charge of Chucho Dominguez.

The cars remained for the weekend parked at the infield and we were able to enjoy of nice sunny days in a familiar environment full of beautiful cars, friends, good food and drinks as well. In the pictures you can see we had a good spot of the show with enough room to scatter the cars in a random fashion. We look forward for next year's event hoping the negative minor details are taken care of, for the benefit of the show.

Another happening, this one organized by our Club, was the Copa Renault, "Renault Coupe", which

was held last 20/21 January at the Pachuca Race Track. As last year, all of the members, our wives and friends were invited to drive their vehicles in the track, as we had a slow and a fast touring and a race for the professionals as well. This year we had surprises in the final winners and revelations. We had two novices getting the trophies.

In the up to 2 liter category, Javier Osés got hold of the second place in his beautiful white 2-liter Alpine; Jose Mendez Jr. finished in 3<sup>rd</sup> place in the 2-liter Cabriolelet Alpine. Alfredo Cuadros in his blue R8S loaded with a 2-liter engine was one of the revelations ending in fourth place. For the up to 1600 cc category, the first place for this category was taken by an experienced driver, Jorge Escobedo. Jorge drove for the first time on a race track his very nice blue Alpine; Fernando Roldán racing his first competition in a very long time, got a 2<sup>nd</sup> place with his readily finished 1300 cc R8; in 3<sup>rd</sup> place, Jose Luis Escobedo finished in the Alpine GT4 1300 cc. We also had a slalom, which proved to be very popular, as more than 70 cars were listed.

All in all we had a varied weekend that we shared with our families and friends. Like the ones from the Renault offices along with their wives and some guests that were having fun as well driving our classic cars and a brand new Clio 2 liter and a Megane Scenic as well.



# News From México





# The Medallion Rebuttal

By John Zimmerschied

I would like to accept **Vincent Gerardi's** invitation to comment on my experiences with a Renault Medallion. I bought my 1989 LX in June of 1989, with 5000 miles on it. It had apparently been repossessed, but it was some sort of factory car. I now have 155,000 miles on it with minimal trouble. I won't say no trouble, but 12 years and this many miles requires some repairs even on a Camry. Mine is white like Mr. Gerardi's, and the paint is still excellent. In fact the fits and workmanship are amazingly good. Mr. Gerardi suggests that the Medallion may be mechanically deficient. I would disagree strongly!

The engine has always run beautifully, very smooth and very quiet. The only troubles I have had with that are a computer problem on warranty, and a slight rear main oil leak at 40,000 miles, that Chrysler refused to correct on the 70,000-mile warranty. But 115,000 miles later, it has not caused any problem, though a little more of a leak now. I think it still gets over 1000 miles per quart. Performance is not as snappy as I would like and mileage is a bit disappointing. There is probably some sensor somewhere that is retarding the spark, or otherwise limiting the pep. There have been times when it suddenly started performing better, only to go back later. But with an automatic it is quick to 40mph, and OK above, especially if one manually holds it to a lower gear, and it easily goes fast enough to get tickets. The transmission has given no trouble, but a four-speed would have been nicer. I have used it every year to tow a 28-foot sailboat a few hundred miles, and now it likes to heat up a little too much, but didn't originally. It should have an extra cooler.

As for running gear, the suspension seems to be very strong. It has not needed an alignment in spite of Minnesota chuckholes every spring. But the most incredible things are the steering and ride. It steers nicer than any other car I have ever driven, including: Audi, Nissan, Toyota, Honda, Citroën, Saab, Subaru, or Volvo to name a few. The steering is very quick and responsive; yet there is neither under steer no over steer, really exquisite. It goes exactly where you point it with very little effort and perfect feel and very little lean. Of course Michelin tires help this. The ride is also superior to any of the aforementioned cars, even the Citroën DS. The seats also, are superior, and have held up well. When I first tried the car, I was very impressed, but skeptical of its durability. But each time I would try other cars, even a Seville, I would come back and find it outshines all the others in smoothness, quietness, and driving pleasure. The biggest problem has been Chrysler's efforts to destroy it and get them off the road! But it was the absolute best car Chrysler had to offer in 1989, including the Eagle Premier. (And now I suppose we can say Mercedes)

As for troubles I have had, the brakes were repaired early on warranty, and I've had to replace brake calipers, discs, and cylinders again at 130,000 miles, rear cylinders several times. They don't seem to like US standard brake fluid because of water in the fluid. I've lost three hubcaps. The radio has given some trouble, such as right now it only gets one FM station and none of the buttons work, apparently due to a bad fuse somewhere, but the tape player still works. The sound however, is excellent. I had the timing belt replaced at 110,000 miles though the manual doesn't mention that. It is more of a job than it should be. Some coolant and vacuum hoses have been replaced. Spark plugs have been replaced twice, and wires once. One drive shaft started making noise after a boot failed, and one rear wheel bearing started making noise. These are standard repairs for any car over 100,000 miles.

The front struts and tie rods have been replaced, but not the rear shocks. I should replace the front sub-frame bushings, but they seem not to be available and too much work as well. The automatic seat belt drive wore out, and Chrysler over \$1000 for a new one, not installed! The exhaust system didn't last beyond five years, but Car-X replacements only go two years! And the original was much better designed and quieter. I've had some problems with the alternator and starter after 130,000 miles, especially the replacement parts. The originals seemed to be of very high quality, compared to British or Italian electrical parts, if not Japanese. They are very hard to get at, so one hates to do it two or three times to get one that works. The car even remained rust free for ten years in Minnesota's six-month brine seasons; it only began to rust after a defective replacement of a vandalized front door window caused glass bits to scratch the finish. One caution I'd like to mention: one night the fuel hose from the front of the rail to the pressure regulator sprung a large leak, spraying fuel all over the alternator. It is a wonder it didn't catch fire. **Rubber parts have a limited span.**

Overall, I consider the Medallion one of the best cars that have been on the market, one of the very best driving, and very good looking. (Similar to the '80s Audi 5000) They have been done-in by owners who didn't appreciate such a quality car, Chrysler's attempts to pull the rug out, and prejudice by American mechanics that think GM sets the standard for quality. They wouldn't be able to work on a Porsche or Mercedes, either. It is a shame so many Medallions have been needlessly destroyed.

As for Mr. Gerardi's question about anyone having a stalling problem like his, mine only once did that. After starting in the morning and going one mile, it started to lose power and stalled. Repeated efforts to start it got the fuel pump smoking, but it wouldn't keep running. It was towed to a dealer who couldn't find anything wrong, even with an analyzer, but when he finished it worked fine. I think they pulled some connectors and reconnected them, which solved a loose connector problem. Otherwise, there are a number of sensors, which could cause a similar problem and vacuum hoses go bad with age.

# Tech Session

## Repairing a Wreck

Text and Photos by Sam Stuckey

A man who said he had a Medallion Wagon that had been in an accident contacted me. He told me that he had taken it to a few repair shops but no one wanted to work on it. The closest parts he had been able to find were in Canada. I told him we had the parts to fix it, and to bring it by and I would take a look at. He told me that it was leaking transmission fluid so it couldn't be driven. So I reluctantly told him to have it towed in. He brought it by one day and it had quite a lot of damage and a big kink in the left front corner.

Instead of telling him to take home or sell for junk I told him I would fix. I found later that it was a major operation. I began by removing and cutting off all of the bent parts. Then I cut the matching parts off of another parts car **Marvin** had. This is when the problems began. The sheet



metal is so thin on the uni-body that it is nearly impossible to weld on with an acetylene. Finally I was able to get it all welded together using a jeweler's torch and coat hanger. Once I had the uni-body back together then I had to cut out the radiator support and replace it, the engine pulleys caused this damaged, where they had ran the engine after



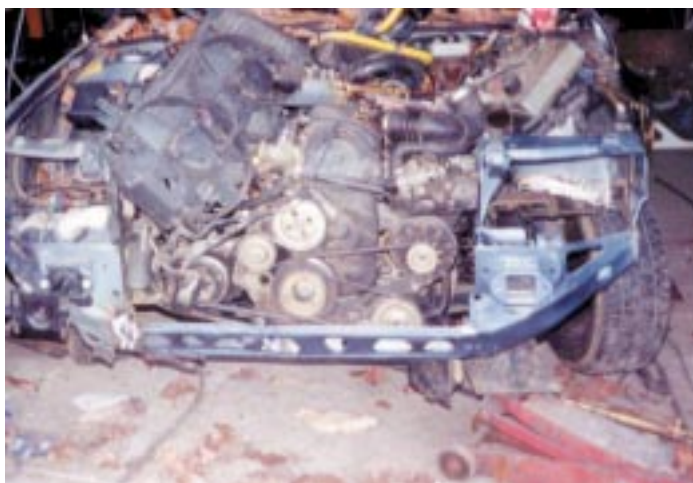
the accident. Next I had to weld the left cradle mount and the sheet metal under the engine computer. This concluded the welding portion of the project.

Now I had bring the wiring harness back thru the frame rail. I had originally pulled it thru the firewall



under the brake pedal and attached a coat hanger so I would be able to pull it back out when I was ready. Because of the seam of the weld it didn't pull back thru like I had originally planned. Had to use conduit lube (used by electricians) to ease back thru the frame tube. Then I was able to reattach the computer and front harness.





I had used a white left fender, bumper cover, and nosepiece so I had to paint the inside edges before I could install them on the car. I went to Halls Auto Parts and **Mike Berry** was able to match the color perfectly by the paint code. Once the parts were installed, I was



on replacement panels as well as the original hood and right fender. Then I sanded the primer back down and added glazing putty where sand scratches were. After sanding of the glaze and blocking everything it was ready to paint. I used Dupont acrylic enamel paint with a hardener, instead of the original base coat/clear coat system used by Renault. I did this because in the South the clear coat doesn't seem to hold very well to the sun. By the time I had completed the painting of the front clip I had used two quarts of paint. So it should have enough paint.

ready to start reassembling. I first put the nosepiece that goes in front of the hood to be able to align the fender, bumper, and hood. When I put the fender on it did line up correctly and I then had to use body filler to compensate on the bumper cover. I then had to grind and sand my welds and use filler to make the frame rail look like it had never been in an accident.

Now it was time to start sanding and filling minor imperfections on the installed parts. After many hours of sanding it was finally time to put some primer





Well, at this point you would think this was the end of the story, but this where it gets really interesting. Being that the car was wrecked and it sat for month's maybe even a year. It had many problems, first of which was the radiator, which began leaking at the tank seals shortly after I started the car. So I replaced the radiator and let the car warm up. This is when the second problem came. The cooling fans new kicked on. So I had to trace down the problem. The problem was center in the relay cluster located in front of the radiator shroud. I removed all the relays and circuit breakers from the compartment and was able to fix the problem with the cooling fan but then couldn't get all the relays and circuit breakers to go back in. So I eventually had to modify the compartment where a few items hang out.

Then I was ready to take the car for a test drive. When I did, I found out that the car only had high gear and reverse. After some discussion I decided to check the simplest thing first, this being the fuse box. Much to my surprise this fixed this problem. Now it was time to finally replace the leaking line from the transmission fluid cooler back to the transmission. This involved removing the exhaust manifold and down pipe to converter as well as the passenger side axle. To get the double roll pin out of the

axle I had to purchase a new set of drifts after bending and breaking my old one. Then after changing the line I had to replace several broken stud bolts that hold the manifold to the down pipe. Finally, the leak was stopped.

Now I had to try to repair a broken drivers side window regulator. These break quite often and we no longer have any replacements. The first attempt to repair failed when reinstalling the plastic elbow broke because it was dry-rooted. So I pulled it back out and fabricated a metal retainer at the elbow with pop rivets and a piece of metal tubing. I then reinstalled the regulator, and it seems to be working properly. Next I discovered the car had no turn signals. I decided to go back into the fuse box and check the turn signal fuse, after replacing a fuse I was able to get the rear ones working.

At this point the saga of the Medallion wagon is at an end. After all my years of experience repairing wrecked cars, this job proved to be an exceptional challenge. This will be my last lengthy body repair for a customer, I hope!

Medallion image from Renault publicity.



## Treasurer's Report

July 1, 2000 to December 31, 2000

Beginning Balance:	checking account	776.70
	savings account	<u>2795.91</u>
Total		3572.61
Income: Membership Dues (25 new, 63 renew)		1796.00
Back issues		6.00
Donations		40.00
Advertising		100.00
Interest income		<u>14.01</u>
	Total Income	1956.01
Outlay: Postage		669.20
Printing		388.47
Copying		35.59
Supplies		40.47
Advertisements		268.00
Other		<u>0.00</u>
	Total Outlay	1402.00
Ending Balance checking account		1316.70
	savings account	<u>2809.92</u>
Total		4126.62
Income less outlay		554.01
Ending balance less beginning balance		554.01

Dene Barrett, Treasurer

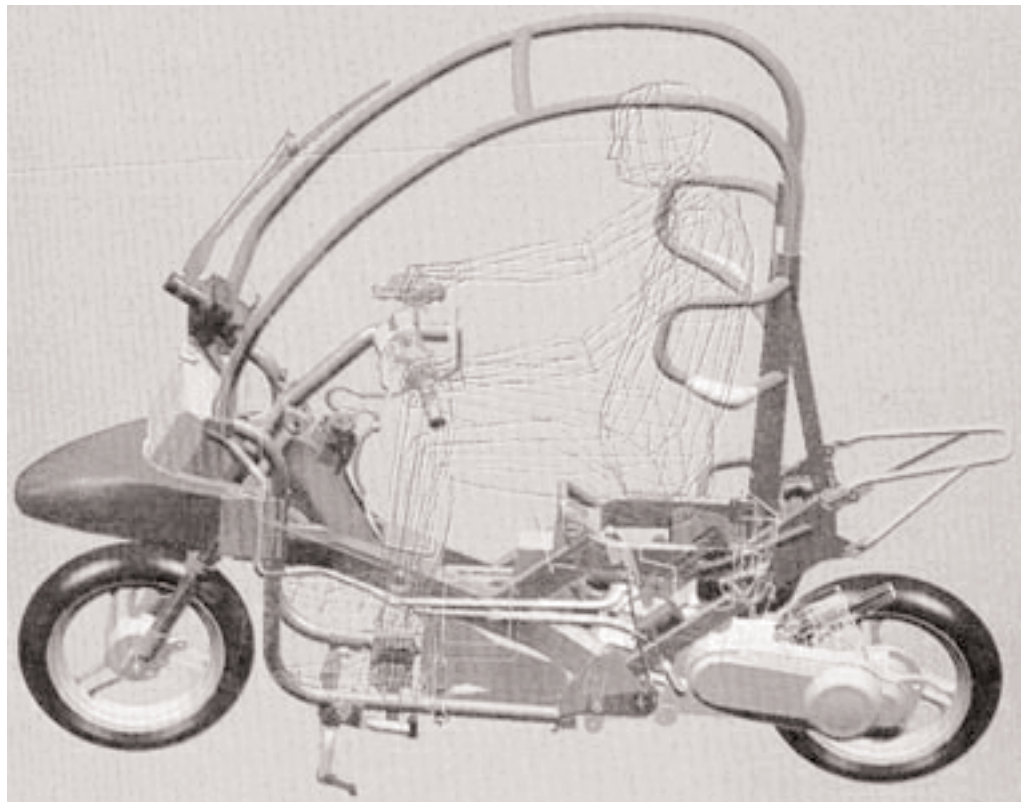
## Scooter Fever in Europe

By William Diem

A Parisienne and her companion walked around a red BMW C1 parked on the sidewalk near Trinity Church. He leaned in to view the speedometer, with a top making of 120km an hour, or about 70mph, the fiddled with the wind shield wiper. She stood back, regarded the curved roof and nodded approvingly. "It's the minivan of scooters," she declared, summing up the safe appearance of the relatively large scooter, which has a windshield, rollover bars and safety belts.

The C1 represents a new niche in two-wheel vehicles at a time when scooters are hot. Sales of two-wheel motorized vehicles jumped 44% in Europe from 1995 to 1999, and although scooters are not tallied separately, several manufacturers said they were gaining faster than motorcycles. Scooters have a flat floor and an upright riding position; motorcycles force riders to straddle the engine. In a nutshell, riders can touch their knees together on a scooter, and motorcycles are generally more powerful.

Automakers have not ignored scooters' new popularity. BMW started selling the C1 in France in May of 2000, and **Renault will introduce a line this year.** They joined Peugeot motorcycle, which has made scooters for 50 years, and Honda which builds them in Italy. Automakers don't regard scooters as competition. "People have a car and a C1, or a big motorcycle for the road and a C1 for the city," says Arvid Des Horts, BMW's marketing director for the C1 in France.



Scooters are popular in part, because they can squirt through traffic. "Urban congestion is creating a great opportunity," said Jacques Compagne, secretary general of the Association des Constructeurs Européens de Motorcycle, and industry group in Brussels. "It has become a market of middle managers who want to get around." Car drivers tend to choose scooters over motorcycles because of their automatic transmissions and lower center of gravity. "There will always be a market of passion for the motorcycle," Mr. Des Horts said. "But the scooter is loved for efficiency."

That is why Renault wanted to get into the business. "An important market is developing for urban mobility with light two-wheelers," said François Rouvier, chief of commercial projects for Renault Sport. Benelli S.p.a., an Italian scooter company with about 6% of the European market, will manufacture Renault's scooters. Renault will provide new designs, suspensions and clean-engine technology.

For Automakers, two-wheelers carry their brand names to young people. In much of Europe, teenagers without licences can ride scooters of up to 50 cubic centimeters. "We do a lot of special series for young people," said Isabelle Puzenat, a spokeswoman for Peugeot. "The 'X-Team' is in red, white, and blue, and The 'Urban Black' was all matte black, for them to personalize."

While the Youth market is relatively stable, more adults are getting on board. In many European countries, adults with a car driver's license can drive a 125cc scooter. Mr. Compagne, of the industry group, said the average age of a two-wheel buyer was 40 in 2000, compared with 30 ten years ago. European sales of 50cc scooters were down 2.3 percent last year, while sales of larger scooters were up 41 percent.

Authorities in Germany, France, and several other countries have agreed that the C1's safety features mean that its drivers don't need helmets. "For women, it's especially nice to drive without a helmet," said Christine Bellanger, a BMW dealer. The red C1 parked near the Paris Church belongs to Edouard Martin, a consultant in Paris who lives 22 miles away, in Elancourt. "The round-trip in my car takes two and a half hours," Mr. Martin said. "With the C1, I save an hour. I park in front of my office, which saves more time and 1700 Francs a month," or around \$250.

He said the BMW C1 was noisy and relatively expensive at \$6500. But he well understands the trade-offs between two and four wheels: his consulting firm helps companies manage their fleet of cars.

This article came from the New York Times, Submitted by Jesse Patton



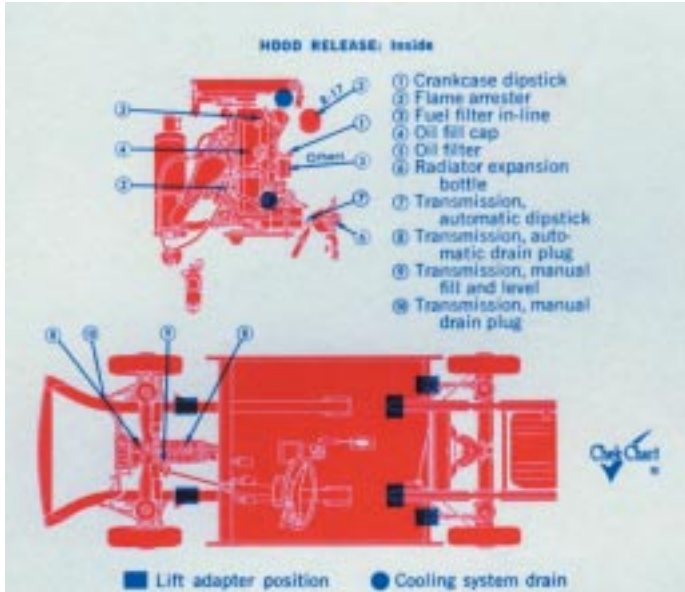


**SERVICE AT TIME OR MILEAGE—WHICHEVER OCCURS FIRST**

26RT14

26RT14

**KEY TO EXXON LUBRICANTS**



- AF** EXXON ATF
- GX** GEAR OIL GX
- HB** ATLAS BRAKE FLUID, SUPER HEAVY-DUTY 450
- PG** PERMA-GUARD ANTI-FREEZE • COOLANT  
Mix with water to desired freeze protection
- SE** UNIFLO, EXXON EXTRA or EXXON PLUS MOTOR OIL
- WB** RONEX WB

**CRANKCASE** ..... 4¼ quarts **SE**  
CHANGE OIL EVERY 3 MONTHS OR 3,000 MILES  
WHICHEVER COMES FIRST\*

	UNIFLO	EXXON EXTRA	EXXON PLUS
Above +15° .....	10W-40	—	—
Below +15° .....	10W-40	10W-30	—

Add extra ¼ quart when replacing oil filter  
\*Car manufacturer's intervals may be used if preferred

**TRANSAXLE, Automatic** ..... **AF**  
**CAPACITY, quarts Refill:** Initial Add Total  
All models ..... 3¼ — 3¼  
To drain, remove 2 bottom plugs. Allow unit to drain for 5 minutes only

**TRANSAXLE, Manual** ..... **80 GX**  
In warm weather, if 80 is not available, 90 may be used  
**CAPACITY, pints** 1971-72, 6¼; 1973, 4¾  
To drain, remove bottom plug

**COOLING SYSTEM** ..... **PG**  
Change coolant at first 24 months, every 12 months thereafter  
**CAPACITY, quarts** ..... **w/heater**  
R-12 1971-72 ..... 6½  
1973 ..... 9½  
R-15 1972 ..... 7  
1973 ..... 6  
R-17 1972 ..... 7½  
1973 ..... 5½  
Pressure: Conventional cooling system with expansion bottle; special 9-lb. valve located in expansion bottle

**GAS TANK** ..... gallons  
All models ..... 13

**BRAKES**  
Front disc brakes (some self-adjusting):  
It is recommended that all brake pads (2 per wheel) be inspected at regular intervals. Replace pads when total thickness of lining and metal backing plate reaches 1/16".  
Rear drum brakes:  
1. While revolving wheel in direction of forward rotation, turn forward cam in direction of wheel-rotation until lining contacts drum.  
2. Back off cam until drag is just eliminated.  
3. Adjust rearward cam in same manner except revolve wheel in opposite direction. Apply brakes several times and recheck adjustment.  
Bleeding sequence: LF, RF, RR, LR  
NOTE: Rear wheels must be on the ground to permit correct air bleeding

- EVERY 30 DAYS**  
Battery ..... check level
- FIRST 1000 MILES**  
Drive belts 1972 ..... adjust
- \* **EVERY 3,000 MILES**  
Crankcase ..... change oil
- Transaxle, manual ..... check level
- Brake fluid reservoir ..... check level **HB**
- Cooling system ..... check level **PG**  
Check level in expansion bottle only. Do not open radiator cap
- Transmission, automatic ..... check level  
Engine idling in "P" position
- \* **EVERY 9,000 MILES**  
Clutch and rear brakes ..... adjust  
Also adjust hand brake
- Tires ..... rotate
- Transmission, automatic ..... change fluid  
At first 9,000 miles and every 18,000 miles thereafter
- Transaxle, manual ..... change lubricant
- Distributor wick under rotor ..... **SE**
- Drive belts 1971 ..... adjust

- Exhaust emission ..... service  
Perform complete engine tune-up including carburetor settings. Special equipment required
- Fuel filter ..... replace  
Also clean screen in fuel pump
- Flame arrester ..... clean  
Replace if necessary
- Oil filter ..... replace
- Body ..... lubricate

- \* **EVERY 18,000 MILES**  
Rear wheel bearings .... clean & repack **WB**  
Initial torque while spinning drum, 20 ft. lb.  
Back off adjusting nut ¼ turn. Final end play .001"-.004"
- Air cleaner element ..... replace

- \* **EVERY 24 MONTHS OR 18,000 MILES**  
Cooling system ..... change coolant **PG**

**SEVERE SERVICE**  
Air cleaner, element—Replace every 9,000 miles

\* **REPEAT SERVICES SCHEDULED AT SHORTER TIME OR MILEAGE**

**That innocent-looking car, that won the two-day Tour of Corsica (four of the top six places over-all) by beating Alfa Romeo, Porsche and Ferrari, among 76 others, was a rally version of the Renault R-8.**



When we get the competitive urge, we don't kid around. We figured we'd start with a tough one—the gruelling two-day Tour of Corsica.

We took the rugged, standard R-8 1108 cc engine, upped the horsepower to 95 and the top speed to 105. We put on aluminum hemispherical-shaped heads, a twin double-barreled side-draft Solex carburetor, a tuned manifold, a special distributor and lighter, more rigid push rods.

We jumped the rpm "red line" limit from 5400 to over 6500. We added an air cleaner, Bendix Hydrovac power servo for the four-wheel disc brakes, an oil cooler, a spe-

cial generator and Marchal spark plugs. We revised the front-end alignment, put on radial-ply Michelin-X tires, beefed up the suspension and made the steering extremely precise. We did a whole bunch of other things, too.

The grinding, mountainous Tour of Corsica rally proves we did them well. Of the 79 entries, only eight finished. Four of them were Renault R-8s. You can order an R-8 rally model now. When it arrives, you can drive it right from your Renault dealer's showroom to the starting line. When you learn how little this R-8 costs, you'll get a competitive urge, too.

**The Renault R-8. A new generation of economy cars.**

**RENAULT** 