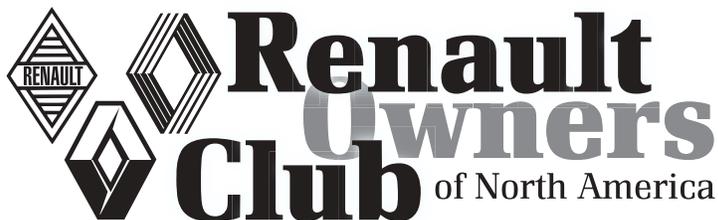


Renault News 61



3rd Quarter 2001

August - September



Photo from Kurt Triffet.

21st Southwest Unique Little Car Show, Long Beach CA - Page 7

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Renault Owner's Club of North America

www.renaultownersclub.org

email: info@renaultownersclub.org

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

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Editor of Index	(vacant)
Editor of Marketplace	Don McLaughlin
Editor of Registry	Ray Dietz
Editor of <i>Renault News</i>	Marvin McFalls
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Webmaster (acting)	Kurt Triffet
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ARROA Club Editor	Yves Boode
R5 Turbo Club rep.	Bill Dickinson

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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.

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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

Renewals-Address Corrections: Send dues (as above) to
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Page 2

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Renault News Issue 61

Editor's Notes:

Issue #61 has worked out fabulously well. As usual I have received plenty of great materials from club members. I want to thank **Jacques Lynn, Kurt Triffet, Jesse Patton, John Callan, Francisco Miranda, and Benjamin Peterson**, for submitting original articles. I also want to thank everyone who sent in photos, brochures and other materials used in this issue, as well as **Rainer Hubner, Brad Stevens, and Harley Jones** for making articles available from their Renault and Alpine publications from all over the world. Finally I 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 going. **Allan Meyer** has once again done a bang-up job putting all this together. I am very happy to report all our hard work has paid off. For the first time in a long time we have finished an issue early and unless there are problems along the rest of chain you should receive your issue before the September 1st deadline.

So once again, I would like to offer the position of **Newsletter Editor** or **Fill-in 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. 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.

Alpines in their natural habitat.

Photo from Autosport/ Marvin McFalls



German Alpine and Renault Clubs

By Marvin McFalls

Jesse Patton was introduced to this organization a few years back, and has made a friendship with their organization's leader Rainer Hubner. The DARC is an association of Renault and Alpine clubs from all over Germany. They have more than 100 clubs and thousands of members throughout the country. They have a monthly magazine that they publish known as the Renault Report. It features stories from many of the local clubs, as well as the latest news from Renault of Germany. Stories from our club's newsletter have also been featured in this magazine as well. Mr. Hubner works for Renault and he sends our club all the latest brochures, and other promotional materials provided by Renault. We can't thank Mr. Hubner enough for all the help his club has afforded us, in fact he is our eyes and ears in Europe. We look forward to the time that Renault will return to our shores and possibly with help of people like Mr. Hubner this will happen one day.

Microcar show in Long Beach, CA. See page 7.

Photo by Kurt Triffet



New Members

Adams, Chris 1958 4 CV
4825 N. Orchard, Tacoma, WA 98407
253-752-0703

Bullock, Dixie Lee 1963 Caravelle
606 S. 10th Livingston, MT 59047
406-222-0816 gobull729@mcn.net

D'Adamo, Jerry 1958 4 CV, 1959 4 CV, 1983 R5T2
4855 C.Y. Avenue Casper, WY 82604
307-237-3554 1dadamo@peoplepc.com

Devila, Daniel 1982 LeCar
5925 NW 110 Court Miami, FL 33178
305-718-9850 ddevia@easysensov.com

Goldstein, Gary 1985 Fuego Turbo
1962 Spectrum Circle SE, Apt. 10 Marietta, GA 30067
770-612-0582; 404-523-2711 frenchcarnut@aol.com

Jones, Michael K. 1958 4 CV
2003 Pinecliff Dr. Valdosta, GA 31602

Slaughter, Scott 1985 Fuego Turbo
1706 Woodland Ave. Des Moines, IA 50309
515-288-0081 yugoboy@msn.com

Ward, Ronnie Jr. 1982 Le Car
189 Oak Land Ave. Lenoir City, TN 37771
865-986-7991 scab2314@aol.com



James Turner's Alliance (above), Frank Cascio's and Jesse Patton's (below) Jesse Patton's story on page 19.



Letters & email

From: RenaultUSA
To: membership@renaultownersclub.org
Subject: Renault Eurodrive

Dear Mr. Lynn,

My name is Sandrine Courtesseyre and I am the Sales & Marketing Manager for Renault USA / Eurodrive. Our office is based in New York. If you are not familiar with the product, Renault Eurodrive is the short-term car lease program offered by Renault - the European car manufacturer itself. Our tax-free program is for U.S. residents going to Europe for 17 days and up and looking to rent a car while they are abroad.

The program always includes:

- A factory direct brand new car
- fully comprehensive insurance with NO DEDUCTIBLE
- 24 x 7 roadside assistance
- tax free
- no age restriction....

Our purchase/repurchase program covers not only France but also over 33 European countries. I think the best way to describe the product would be to suggest you to check our website at www.renaultusa.com. There you will see the fleet that offered in this program, and all its advantages.

I wanted to get in touch with you because I truly believe that we could together. For instance one way would be through our affiliate program and I will be more than happy to send you a complete kit on this program. I could either mail it or e-mail it to you. Of course I am opened to any suggestions and idea you may have.

I look forward to hearing from you at your earliest convenience.

Regards.

Sandrine Courtesseyre
Sales & Marketing Manager

From: David Whitley **To:** Ray Dietz
Subject: Address Correction

Dear Ray:

I find that I have moved to California in the latest Renault club registry. Please correct this error and arrange for a correction in the next newsletter and each newsletter thereafter until the next directory is published.

I value my contacts and associates in the club and my address and e-mail contact information is very important to me.

David Whitley
5124 Signal Hill
Cincinnati, OH 45244
513-232-6061
e-mail: davidwhitley@peoplepc.com

1959 Caravelle 1100 miles all original including white walls.

From: Ray Dietz **To:** David Whitley
Subject: Address Correction

Dear David:

Thanks so much for your recent letter. I just don't know how I inadvertently moved you to Bakersfield, CA. I really don't have any body to blame the mistake on but myself since I put the directory information together. I should have got the hint when I didn't get the moving bill! I have corrected the registry file in the computer so that when the next edition is issued, you will be comfortably back in Ohio. Again, my apology for the error. I have also sent a copy of this letter to Marvin McFalls requesting that he print your correct address. I know we can print it in at least one newsletter, but maybe not all of them for a year until the next registry is issued. Hope that is OK.

Thanks for taking the time to write since I do not have an e-mail address.

Ray Dietz

From: john@stimbox.com **To:** moose01@bellsouth.net
Subject: Unique Little Car Show

Hello Marvin,
The Long Beach (Ca.) Unique Little Car Show was fun. The event was hosted by the Metropolitan Club of California. There were many beautiful Metros and many other fine cars. To my surprise, my Dauphine won an award.

Best regards, John Callan

From: crdippen@iafrica.com **To:** car@rsp.co.za
Cc: moose01@bellsouth.net
Subject: Clio rules, UK

Dear Motorist Forum:

I would like to add to the experience of Gavin Jones regarding the thrift of Renault cars. We were a quite hefty family of four in a Renault Clio 1400 on a tour of the UK countryside in April 2000. I booked this class of car via the Net, to be collected at Heathrow Airport. We took delivery of a Clio with 150 miles on the clock. We covered a total of 2300 miles in 14 days on British motorways, byways, and mountain passes all the way into Wales, the British Lake District, through Glasgow into the Scottish Lake District, onto the Isle of Skye, along the Scottish lakes, and back to London via Edinburgh.

We used 60 gallons of premium unleaded petrol at a total cost of \$251.12. This comes to a overall consumption of more than 38 miles per gallon. I found this amazingly thrifty. I must add that we seldom got up to 70mph for very long distance. The usual speed one can maintain on British roads is around 55 to 60mph.

Roets Dippenaar

From: mc.adamus@home.nl **To:** moose01@bellsouth.net
Subject: Renault Fuego Manual

Miregia Adamus wrote:

I'm looking for a manual with al the technical specifications of the Renault Fuego 1980.Can you please give me a hint of where I can find one or a direction where to look for.

Miregia-

I really can't be of much help. The US model manuals I have are much different than the one you are looking for. The only place that I know that would probably have one would be Marchants in England. Their e-mail is: marchants_renault@compuserve.com Unfortunately, I don't speak French so I have to buy most of my stuff thru England. I am sure that you local dealership would probably have an old copy they have used, but I have no Idea if they would be willing to sell it. At this point Fuegos are about as rare in Europe as they are in the US. Best of luck on your search, and it is good to hear from another Renault owner.

Marvin
Newsletter Editor
ROCoNA

From: bojanpticek@hotmail.com **To:** moose01@bellsouth.net
Subject: Renault Master Engine

Bojan Pticek wrote:

Hello!

My name is Bojan and I'm from Slovenia. I would like to ask you if you have a whole engine for Renault Master. I hope I will hear from you soon!

Bojan Pticek
My E-mail: bojanpticek@hotmail.com

From: moose01@bellsouth.net **To:** bojanpticek@hotmail.com
Bojan

I am afraid that I can't help you out. Renault trucks weren't sold in the U.S. I wish I knew someone that could be of help to you. I hope you can find a new motor.

Thanks
Marvin Renault NA

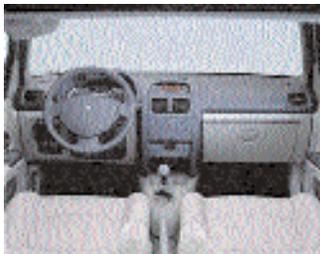


Photo from Bibliopticus Alanskii.

Facelift for Clio II

By Stuart Scott

With over 1,700,000 units sold since its launch in 1998, Clio II now benefits from a major restyling. No less than 50% of its structural and bodywork components are new or modified. The New Clio boasts an exterior design, which endows it with greater dynamism and more character. The interior treatment is entirely new and marks a genuine leap forward in quality. New technical safety, comfort and convenience features also make their appearance. Driving pleasure is improved with the introduction of new electric power assisted steering and a new generation of 1.5litre Common Rail turbo diesel engines of 65 and 80bhp, offering the lowest fuel consumption (4.2 litres/100km) and CO2 emissions (113 g/km) in the market. Scheduled to go on sale at the beginning of June, the New Clio is set to confirm its position among the leaders of its segment in Europe.



Images from Marvin McFalls.



Here comes another French Revolution, but not the guillotine sort. This one starting in May will be more the ooh la la type: French cars galore, all packed with equipment and at tempting prices. Sacre bleu! Renault is returning to Australia and since the past few attempts to revive the brand here fizzled out, it is coming back in force this time.

The line-up will start with a sporty hatchback, convertible, compact wagon/ hatch (minivan) and even a four-wheel drive (SUV), all hot sellers in Europe. To widen the Aussie assault, that initial wave will be joined in mid-year by a V-6 powered luxury saloon and station wagon (Laguna II), expect to be under \$50,000 (AU), followed by a small four cylinder hatchback for sub-\$20,000 (Probably Twingo), arriving around September.

Quite a flood of cars, Renault executives boldly announcing their goal to be the top-selling Euro Brand in Australia. Though companies such as current titleholder Mercedes-Benz and previous champ BMW, no doubt think otherwise. However, Renault is number one in Europe, so they now figure it is time to conquer some other corners of the world. It may have retreated from Australia in mid-1996 – the Laguna and R19 were the latest models sold here – but its comeback is a big budget effort getting plenty of behind the scenes assistance from a Japanese ally.

They may sound like unlikely mates, but the French marquee controls Nissan these days, so almost all Renault's showrooms in Australia will be at Nissan dealerships. In Queensland, it expects to start with just two Brisbane dealers and one on the Sunshine Coast, though there are plans to rapidly extend its network to other major centers. Success ultimately will depend on the quality of its cars and though they aren't yet available to test drive here, they certainly look and sound like a tempting bunch.

The headline act will be the "monospace" Megane Scenic a versatile and super roomy five-seat hatchback style wagon, which Europe has fallen for. Renault expects to sell 45,000 units a year. The four-wheel drive version of the Scenic called the RX4 looks an interesting alternative to car-style 4WDs such as Hondas and Subarus which Australians so love. It will come with plenty of power and a long list of equipment, including six airbags.

Being the new kid on the block Renault must woo buyers, so all its cars will get front and side airbags, air conditioning, anti-lock brakes, and remote central locking. Most also have alloy wheels and a CD player.

But the battle plan also is to make prices attractive, so the Megane Cabriolet is to be the cheapest convertible on the market, while baby brother Clio Sport will be the hottest of Euro hot hatches in the segment. The mid-size prestige model coming around mid-year, a new version of the Laguna, will take technology to new levels in its price bracket by having tire pressure monitoring system and no door or ignition key. Instead the driver gets a credit card. Touch it and the doors unlock; insert it in a card reader on the center console and the engine can be started.

The French engineers have come up with another cool idea: refrigerated storage compartments in the Scenic and RX4. Someone has told them that Aussies are partial to a cold drink or three. It sounds like they want to be popular this time around.



Unique Little Car Show

Long Beach, CA

Text and Photos By Kurt Triffet

The Metropolitan Car Club of California sponsored its annual Unique Little Car Show, this year in Long Beach, the weekend of May 5th and 6th. Open to all unusual small cars, this show featured a few of us Renault Club folk, along with quite a diverse collection of cars. A beautiful day by the sea brought out the most Nash Metropolitan I've ever seen in one place, along with tiny Hondas and Subarus, Citroëns (Club Treasurer, Dene Barrett with his wife, Pat brought his 2CV), Messerschmitts, 3 Amphicars, NSU Prinzes, BMW Isettas, DAFs, Daihatsus and DKW's.

John Callan drove up in his nice Dauphine (which gets better and better every time he shows it), Jacques Lynn brought "Butter Pat" (a 4cv wolf in sheep's clothing, with his modifications) and I brought my Caravelle. Other members in attendance were Allan Meyer, Tate Casey and Byron Brill.



Carlisle Import Show

Text and Photos By Marvin McFalls

I awoke about 5AM, anticipating bad weather. The night before it had rained hard and when we went to bed it was still raining. Much to my surprise I heard birds chirping and the rain had indeed ended but it was still quite cloudy and foggy. By 8AM I had my Fuego Turbo ready to go and I was joined by the rest of group including: Jonathan Burnette in his Matra djet, Mike Deak was driving his Alpine V6 Turbo, and believe it or not Marty Mckee was in his Red LeCar Sport (R 5). Everyone was quite excited and ready to make the short ride from our hotel in Chambersburg to the Fairgrounds in Carlisle, Pennsylvania. We stopped for breakfast in Carlisle and made it to the Fairgrounds by 9:30AM. By then the clouds had begun to clear and the sun had started to peak out, it was going to be a nice day. After registering and cleaning up our cars, at the free car wash provided by the show organizers, we joined the rest of the Renaults in the French section of the show fields.

We lined our cars up with others Renaults and began setting up our club's display. Once everything was setup, I was able to check out some of the other Renaults and meet their owners. Brent and Pam Bartley were the first people I spoke to. Brent brought his near mint condition 1969 R 10 Automatic. He had hauled it in from Dayton, OH.

Next I saw Clayton Hoover and his father. They came down in Clayton's customized Silver LeCar Sport. Later, I finally met Don Mclaughlin for the first time. Don is our club's Marketplace editor, which is where our members can find parts and even car for sale. Don was displaying his Medallion Sedan (R 21).

Don had invited a several of his friends to join us. Most of them lived in the Carlisle area. John Vogler lives about a mile from the fairgrounds. He was driving his beautiful Black Alliance-GTA Convertible. Mike Allen brought his 1985 18i Sportwagon. We also had two White Alliance-GTA coupes. Dave Drier was the owner of one and John Mullins owned the other one. The easiest way to tell the two cars apart is that John Mullins' car had a red spoiler on the trunk lid.

As everyone became acquainted and reacquainted with our Renault friends we were also greeted by a mass of French Car enthusiasts. Most of them were members of various Citroen, Peugeot, Panhard, and Simca clubs displaying their cars. But we also had many British, Italian, and German car fans stop by during the day as well. We also had several more Renault owners stop by who didn't bring their cars. Giff Kucsma, an R 10 owner from New Jersey made it, as well as Ken Gladyszewski a rear-engine fan from Cleveland. Ronnie Ward had traveled all the way from Tennessee with Marty Mckee. Ronnie is currently restoring a Black LeCar Sport and hopes to drive it



to next years' event. Joe Wagner a big Alliance/GTA guy from Cincinnati attended. We also met Dave Najarian a Renault enthusiast who wanted to sell a Renault Medallion Station wagon. Don and I put him together with Ronald Kienhuis who was looking to replace his worn out Medallion. I believe Ronald bought the car.

By 11 AM, everyone began to go off in different directions. Many people checked out the vendors for parts and other import car memorabilia, while others checked out some other import, kit, and replicars on display. After Lunch we all met up at the Renault Banner. It was time for Renault NA's Fourth Annual Car Show. Just as I began to pass out the ballots our final Renault arrived. Bob Robinson and his Fiancée came up from Suburban D.C. in his Medallion Wagon. We now had twelve cars competing for honorable mentions as well as the three top spots. Honorable mentions were awarded to Clayton Hoover, Dave Drier, and Jonathan Burnette. Third place went to John Vogler for his Black GTA Convertible, Second was awarded to Mike Deak for Alpine V6 Turbo, and first place for the second year in a row went to Brent and Pam Bartley with their R 10 Automatic. Finally we had a special award given for the

owner who had traveled the farthest to attend the event. It wasn't even close, as Jonathan Burnette had driven his Matra Sport 1500 miles from Austin, Texas.

Due to competition against vendors, selling isn't allowed at Carlisle. So we decided to leave the fairgrounds so we could have a swap meet. John Vogler offered his house as convenient site. So we took him up on his offer and around 4 PM we left the fairgrounds. John took us on a scenic route through the outskirts of Carlisle, and we made it to his house without losing anyone from our Renault caravan. Once we set up our wares, the buying, selling, and trading began. John had a 1986 convertible for sale, but there weren't any takers that day. The biggest seller was the event T-shirts but several parts and other memorabilia also exchanged hands. I was able to pick up a few rare bits for my Fuego. As the trading winded down we packed up our goods and thanked our gracious host, by 6 PM we had made it back to the fairgrounds. Brent and Pam joined us and we headed back down to Chambersburg. After cleaning up we headed out for a nice meal. By 10 PM, the waitresses started to give us some hints that they wanted to go home. So we decided to head back to the hotel. It had been quite an exciting day! We look forward to returning to Carlisle again in the future.



BUTTER PAT—COOLING and HEATING

Chapter 3

Text and Photos By Jacques Lynn

Cooling the early rear engine Renaults was a dirty, rather difficult business. Air was often hot close to the asphalt and filled with the dust kicked up by the front wheels. This was picked up from scoops in the back fenders and under the car and guided with cardboard baffles to the radiator squeezed between the engine and back seat. Two 90 degree turns, through the radiator, over the engine and out the back grill; no wonder the engine compartment was always so dusty and those little cars used such as huge oil bath air cleaner.

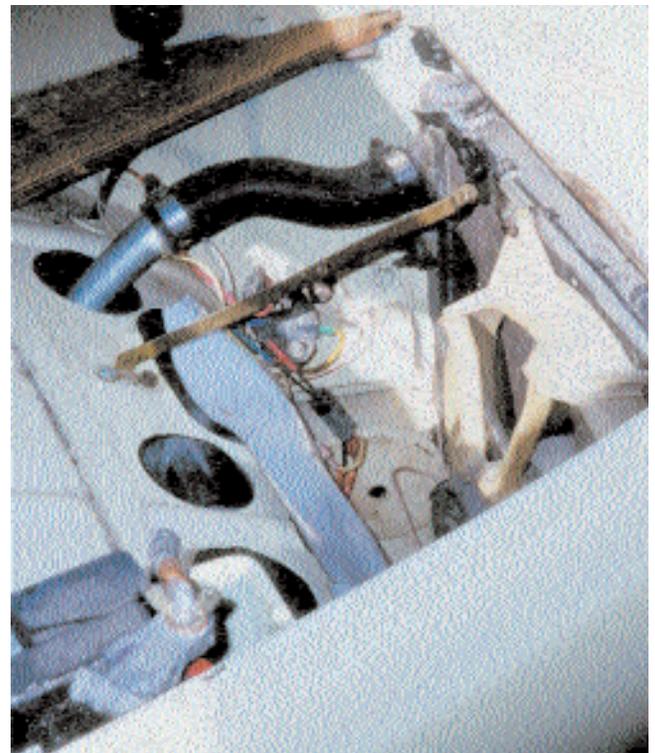
Moving the radiator up front to where the spare tire had sat pretty well cleaned that mess up. Further, it left space enough for an R10 gas tank hung from the back window shelf above. Just the way the R10's had done it. The space below where the original 4CV gas tank had been could now accommodate a pair of R10 radius rods, used to strengthen the swing axle where it connects to the transmission. Also enough room for the gravity fed high-pressure fuel pump needed for the throttle body fuel injection system (see Butter Pat chapter 2).

An R5 Le Car radiator and electric fan fit in the wheel well nicely. I gave Butter Pat a "chinotomy", cutting away her chin behind and below the bumper. I had to perforate the sheet metal inner walls both in front and behind the radiator so that air could flow through it and out over the steering rack under the trunk. Further, I later found the front bumper deflecting the airflow. I had to redesign it with a mouth, looking very much like the bumper European 4CV's used to hold their license plate. These two were the only external modifications visible to a knowledgeable 4CV observer (indeed very rare).



Getting water up front and then back to the engine again was facilitated by a suggestion from my friend Jonathan Burnette. I rented a 1-inch-conduit bender (\$8 for a day) and with two 10-foot lengths of EMT electrical conduit, formed 4 lengths of pipe that I affixed to the side rails under the car adding appropriate rubber hose joints; very cheap and effective. I also find that I can use it as a convenient jacking point anywhere along the side rails. This point in Butter Pat's evolution came during the summer of '99. Finally on the road, I found the engine ran cool enough, but the up front radiator was heating up the driver's compartment to a rather uncomfortable degree. The germ of an idea took shape; close off the radiator in its spare tire well from the rest of the trunk in hot weather, but open it up again in the winter. I used a piece of plywood to temporarily seal it off, and added a small muffin fan between the trunk and driver compartment to shift hot air during cold weather.

During this past winter the early morning temperature around here would sink near freezing. I need a few more modifications for efficient heating, some of which are still in the making. First, a higher temperature thermostat for the engine. Clearly a lot of cooling was taking place through that electrical conduit. It was also taking place behind the radiator. Second, sealing off the hood with sponge rubber weather-strip so that at speed cold air wasn't rammed in behind the radiator. Third, insulating the trunk compartment itself with carpet. And on the underside of the hood the same special bubble wrap insulation I'd used under the roof. Fourth, closing down some of the radiator exhaust holes in the wheel well. I used a piece of magnetized rubber. Fifth, a Manuel over-



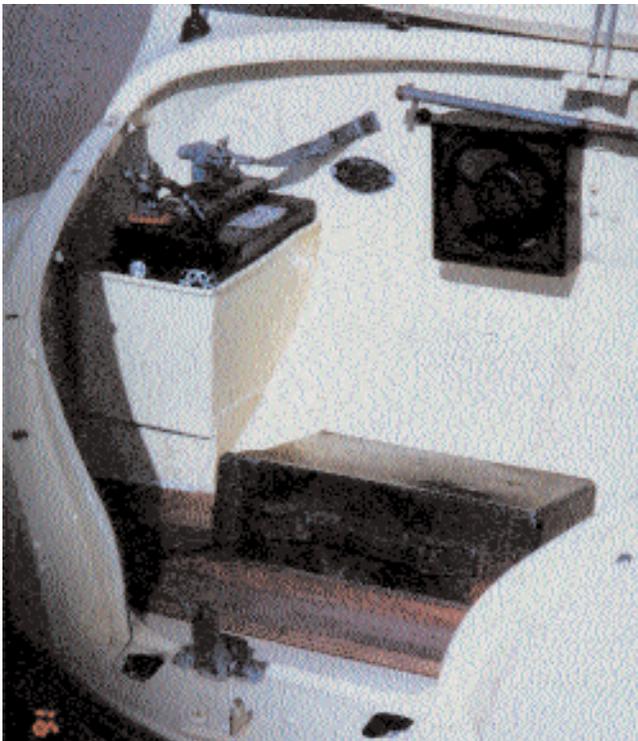
ride switch to the thermostatically controlled radiator fan. Finally, an R10 cool air duct (normally mounted on either side of the R10 dash) affixed behind the muffin fan inside the car so I could direct and regulate the warm airflow.

Another cooling system modification I failed to note was the addition of a degassing bottle. Expanding hot water in the radiator had been dumped out on the road in the 4CV's. This was improved with a jar to catch the overflow with the later "Sierra" engine cars. I put a sealed bottle in the system at its highest point. Water was taken off of the now unused heater outlet on the water pump, circulated up through the bottle and back to the heater return line. Any air in the closed system was trapped in the bottle, expanding coolant remained in the system, and checking and adding coolant could be easily done. I placed it in a cabinet I built above the fuel tank (Butter Pat chapter 2).

The cooling system works very well. It proved itself on a 1000-mile trip I took to Arizona last summer. The heater is fine for Southern California, but I haven't tried it in real cold yet. It also takes a while to get up to temperature since the whole system needs to get hot rather than just the smaller heating unit. Defrosting the windshield is still a bugaboo I've only managed to handle using Rain-X and a rag. I've tried a couple of things of interest. The neatest would have been a revolution in window defrosting had it worked. I removed the section of sponge rubber hood seal below the windscreen. Ahhh, a steady flow of warm air across the frosted glass. But it only worked at long red lights. Then there was that useless ashtray sitting predominantly on top of the dash. Cutting out its bottom, and then flipping it around to face the window, I could use the flip up lid to control and direct warm air onto the glass. But as yet I haven't been able to get enough warm air into it to work well. If I can find a neat little air pump and duct system I could get it to work. Another idea would be perforating the side rails where they go up

through the trunk. These rails were originally used on 4CV's as warm air ducts for the defroster, ducting the air all the way from the radiator behind the back seat. Whatever, it keeps me out of trouble this scheming and building.

Temperature control is a little half-hazard. There is an on-off switch for the muffin fan, an override switch on the radiator fan, the R10 duct and the magnetic rubber sign. I'm thinking of using a roll up window shade in place of the magnetic rubber, a-la the early Renault radiator blind. That could go into the next Butter Pat chapter "Gauges and Controls".



The Renault 12 Story

Translated from German

As the era of front-wheel drive was started by the Renault 4 at the beginning of the sixties, and the legendary Renault 16 experienced a "rocket" start (1965 "Car of the Year"), engineers from Renault began with the development of a car in the "middle class" <this term is used in Germany for cars which we probably would call intermediate size>.

During the Salon de Paris <Paris Auto Show> the Renault 12 was introduced to the public. The unusual wedge form on narrow track was somewhat reminiscent of the practical, flowing lines of the R4 and R16. An

unusual steep hood, a strongly inclined windshield, the upward sloping roofline and the strongly downward sloping rear end were characteristics for the R12.

In fact, prototypes were similar to the classic "3 box" models (perhaps because the R12 was supposed to be the successor to the R10!), and for all practical purposes the Ford "Corcel", which was built in Brazil and based on the R12 using the original lines. Speaking of prototypes: There are 1:1 scale models in existence with two headlights on the driver side and only one on the passenger side; this looked original and was not without logic, however it was changed before the car had a chance to meet the type approval regulations. Also the Spare tire mount was moved from the top of the trunk lid in the prototypes, to inside the trunk.



Renault UK Publicity



Renault UK Publicity



From Marvin MCFalls



Renault USA publicity

The engine was a 1289cc/54 hp was an advancement of the R8 engine and used in the later R10. In the R12 the engine is located in the "classical" position, i.e. in front of the front axles. Coil springs at all four wheels and a rear solid axle are also different from the concept of the R4/R16.

In Germany the introduction took place in April 1970. The R12 L (front bench seat, sling handles at the doors, no arm rests) cost DM 6900 -, the TL (sport seats, heated rear window, cigarette lighter and extended bumper guards) was available for DM 7250 -, Surcharges for optional equipment included: artificial leather DM 100 -, metallic paint DM 80 -. "Auto Motor and Sport" <a German car magazine> commented: Even though this car offers neither outstanding properties, nor a revolutionary technology, the sum of its qualities considered, it appears to be a very respectable model.

During the first model year 14,080 R12s were registered in Germany, in 1971 the number was 21,730, and in 1972 the numbers leveled off at 21,585. Since then the numbers declined



Renault USA publicity

annually and by 1979 the R12 disappeared from the German market. In November, 1970 the Renault 12 Gordini replaced the successful R 8

Gordini. The 1565cc 4-cylinder taken from the R16 produced 125 hp. It featured dual Weber carburetors. 5188 units were sold and the Renault Rooky Racing Series featured the trademark Gordini blue with white racing stripes. After the 1974 model year the Gordini model was discontinued.

Since the fall of 1971, a station wagon version was added to the R12 product line. The TS was introduced in 1972, and featured a 60 hp engine as well as power brakes, front sport seats with integrated headrests, parking brake was located between the seats, three point seat belts were standard. Optional chrome strips, sport wheels and halogen fog lights completed the luxury package. With tinted windows, air conditioning, and all interior options in 1972 The R12 bequeathed the underpinnings and the robust design to the new Renault Coupe 15/17

During August, of 1975 a complete optical make over of the R12 took place. All models got a new front grille as well as raised bumpers with integrated turn signals and parking lights. In the rear there were wide, rectangular taillights. The L-model was reduced from 54 to 50 hp. The TL model received power brakes.

During the spring of 1979 the delivery of the R12 was discontinued in Germany, in 1980 it disappeared in France as well. Leftover models <old inventory> were still being registered in Germany until 1982 – nevertheless 131,805 unit were sold all tolled.

The R12 had no spectacular traits (except for the Gordini model), it was well mannered for up to five people plus suffi-

cient luggage space. The overall quality was very good, the resale value very high. Its robust quality led to successes in export markets with an expansive demand. For the Eastern European market, DACIA in Romania started production under license in 1968. As mentioned earlier the car was produced in Brazil under the name of Ford Corcel and was produced in Turkey until the early 1990's.

This article originally appeared in the *Renault Report* the German magazine for Renault and Alpine clubs.

Special thanks to Rainer Hubner and Jesse Patton for providing the story and to Harrold Cooke and Wolfgang for translating it to English.



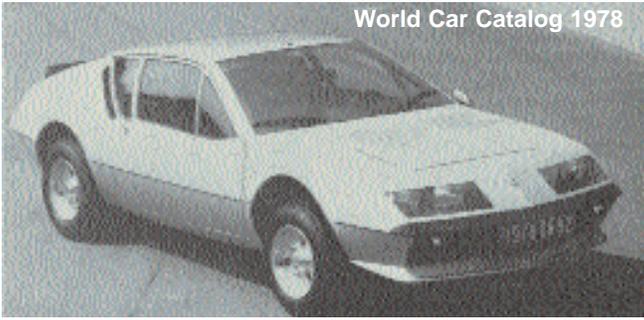
Photo left: Dacia sedan from National Geographic.
 Photo left below, Dacia pickup from Bibliopticus Alanskii.
 Photos right, top to bottom: Ford do Brasil Corcel from World Car Catalog; Ford Corcel Coupe; Corcel sedan and Corcel wagon from Brazilian Ford Publicity.



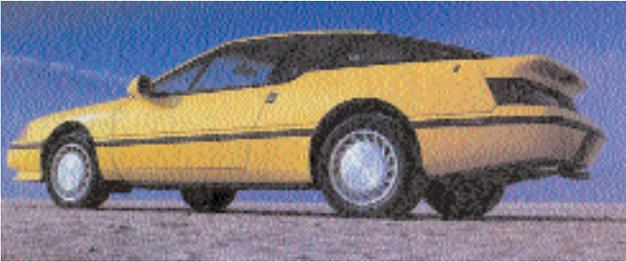
My Alpine Dream or How not to let the Passion die!

By Nicolas Bigosinski

I remember this day back in France in 1977. I was 12. A friend of my parents was a sales representative for Renault and that day he was driving a brand new French blue Alpine A310. I remember the car had those plain wheels with the 3 slots in them. I sat in it and was so impressed. This was my real first experience with an Alpine. The beige seats, the smell of a new car and those unforgettable gages with the orange needles... "Some day you might be able to get one of these!" he said.



It was not the A310 I remembered and wished for, but the interior and exterior colors were the same and it had those 3 slotted wheels and those orange needles... My poor mother had to beg to drive her own car since I was using it so much. I would get up extra early, drop her off at work and then would "pilot" the car to school... Those little French country roads were great for practicing rallying. At 19, with only 1 year of driving (legally!), I was unstoppable,



In 1984, under great pressure from a newly licensed driver (me), my Mom bought a used French blue Renault 5 Alpine. I loved this car.

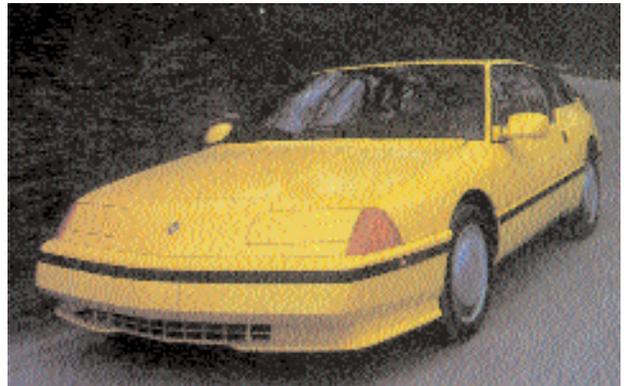
except that day when I missed a curve and ended up in the ditch... The car was not totaled and I was not physically hurt, but my favorite car was in a collision shop.

4 lower images from "Automobile" Magazine.

November 1987, Orlando (Florida), International Auto Show, "Hello Mr. Nice Salesman from Renault/AMC! Say, I heard Renault was importing the new Alpine GTA. Do you know when they will become available and at what price?" "Never! Renault will not import cars any longer." Me, crushed: "But what about those US Spec. models they built? I know they made a few! They've got to import those at least?????" Mr. not-so-nice-Salesman-any longer: "They destroyed them all". I remember this incident like it was yesterday. I could not believe that Renault was not going to import the Alpine. Ten years after seeing my first A310 from up-close, and now that I was working I could have saved some money to buy a used one... I was so disappointed.

In 1997 my hopes of owning an Alpine in the US were revived. While looking on the Internet I spotted a 1986 Grey Market GTA Turbo for sale in Columbia, SC. Allen Shaw was the owner and was willing to part with it for a very large sum of money. I was about to make an investment and decided against purchasing the car. But I will own an Alpine one of these days.

June 2000, Somewhere over the Atlantic. "The flight back to the US is way too long..." I always say that when I come back from Europe after vacationing. However, I take advantage of this time to catch up on Automotive News from those great European manufacturers. Armed with my Autojournal, Best Cars and Top's Cars, I re-live those driving moments on the Autoroute,



Autobhan and Autostrada that I just spent at the wheels of a too common rental car. Top's Cars is a magazine of ads only, kind of like Hemmings in a much smaller scale and in color. I am seated comfortably eating my peanuts when I spot this ad with a picture of an A610: "For sale, Alpine GTA 1989. US, type D500SP. 3L, V6 Turbo,250ch. Unique Model. Factory Certification. 26MKm. Exc. Cond. Price 125,000 FF".

I nearly jumped out of my seat. At that moment I could have easily become a terrorist, by wrestling with the flight attendants, fighting the other passengers, breaking into the cockpit and ordering the pilot to turn the plane back. Upon arriving in Florida, I spent an awful night with remorse and nightmares of not buying the magazine while i still in France... The next day, I called the seller to inquire about the car: "So they did not destroy all the US Spec. GTA? They saved some of them and one is for sale right now...? No it is not for sale?! Oh, you already sold it"...

Now I was really upset. That salesman had lied to me 13 years ago, and while I was in Europe I was hiking in the Slovenian Alps instead of reading Top's Cars. I was too late and back home where it was going to be very difficult to investigate the US GTA's remaining... The seller did mention that there were some others like his. Good, now I have to find another one. For those of you who wonder why I just did not get an Alpine Euro Model in Europe and ship it back, you must know that DOT and EPA make it very difficult (almost impossible!) to import a car that was not intended to be sold in the United States. The "gray market" from the 80's has done damages! Therefore I had to find another US Model somewhere or convince one of the only two Euro models owners in the US to sell me theirs!

Still everyday, I would look at the picture in the ad and see an A610. Could it be possible that the US GTA was an A610 in disguise with the 3L/250ch engine? The A610 is the ultimate Alpine (aside from an A110) and I could just see myself driving it down the Florida Turnpike. I had to know for sure. I sent a letter to Renault asking them about the Alpine US Certification and how to obtain one in order to import an A610 in the US. Renault replied they were not the manufacturer of the car therefore I had to contact Alpine in Dieppe directly. I found some telephone numbers on the Internet and proceeded to call around. At the same time I was asking for virtual help via e-mail from different sites and leads relevant to Alpine.

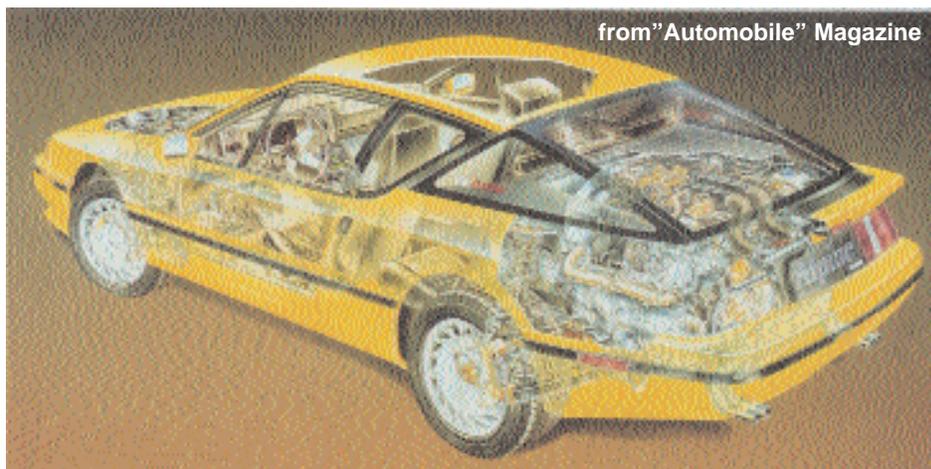
By this time I had already spoken with the President of the American

Alpine A310 Club, Brad Stevens, who was a great help. Brad not only is extremely knowledgeable about all Alpines (especially A310), but he is also a super nice person always willing to help. He knew I was in search of an A610 or GTA. Then, one evening, I received a call from Richard in Atlanta who had purchased one of the 2 gray market Euro GTA a few months early. Richard was unsure about keeping the car and thought I might be interested in buying it. Word goes around! Finally I was going to own an Alpine and I did not have to find a US Spec car in Europe. However I was still intrigued with the picture of the A610 being sold as an 89 US GTA... If the truth be told, I really wanted an A610. So I went back on the Internet and continued my search.

Thank you very much to all of you who responded and gave me advice through phone calls and e-mails. It gave me time to think and appreciate my best course of action. I learned, thanks to you guys, that the US GTA did not look like the A610, did not have the 3L/250ch engine, was never an 89 model and was not a type D500SP. Instead it was a specific model based on the Euro GTA with bigger bumpers, catalytic converters, pop-up headlights and about 350 more pounds. Brad Stevens and Mike Deak were kind enough to send me pictures and old magazines so I could make my own appreciation and compare. Thanks again to both of you.

I finally got in touch with Alpine in Dieppe. "Allo, Bonjour, I am calling from Florida and would like to speak to someone who knows about US Spec GTA please." Mr. Vu, the Director of Customer Service comes on the phone." So it definitely does not look like an A610, too bad". "The A610 was never certified for the US market". Big disappointment..."You only manufactured 21 cars, that's it?" " Now these cars were made for the US market therefore they are certified to be driven in the US, right?" "Would you have any for sale by any chance?" My hopes were high. The factory kept 2 US Spec GTA."NO?????" The ones you have are chassis number 1 and 21, the first and the last and they are in your museum, really?"

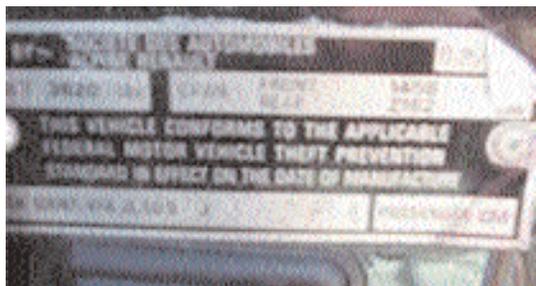
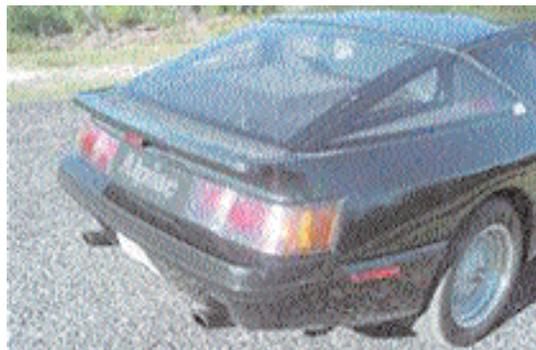
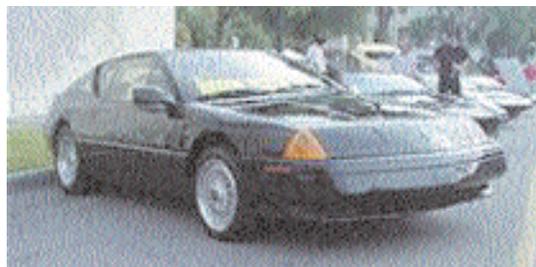
"So I guess you would not consider, even if I insist, parting with one of them I suppose?" "No, but you know somebody who knows somebody who has one in Germany,



and might consider selling it?" "Whoa". " The name of the person is Mr. Benny Raepers in Belgium. At this point, Richard's 86 Euro GTA looked very good! But I still had a lead and was not about to let go. The next day I contacted Mr. Raepers in Belgium who happened to be an Alpine Dealer since 1958. He informed me that the US GTA in Germany had been in an accident and was destroyed... I could not believe it. I asked him if he knew of another one. Well, Mr. Raepers was going to retire soon and since I was asking, he would consider selling his own Us Spec GTA... I was ecstatic. The search was over!

Chassis number 14, black on black leather, 16,545 original miles, perfect condition, the only black one with driver power seat, after-market BBS 15 in. wheels. This was perfect. At that instant a lot of things were going through my mind; payment, shipping, US Certification papers from Alpine, Customs, DMV, a place to garage it and most of all when will I have it here??? Every problem had a solution. I studied them one by one.

I was able to get the papers from the factory, did a wire transfer for payment, arranged shipping, talked to DOT (following



the advice of one of my Internet source), talked to Customs and DMV to anticipate problems, etc. Finally the car was shipped from the Zebugges port in Belgium on December 6, 2000, with an ETA of December 18th. I could not wait. Since that day in 1977, when this Renault Sales rep. told me that one-day I could own one like this, the dream was about to become reality. It only took 23 years... Granted if I had lived in Europe it might not have taken so long. I would probably be driving an A610 right now, but we have to make sacrifices in order to live in the US, right?

The car arrived in Jacksonville on December 21st. Due to inspections from the Dept. Of Agriculture and Christmas, I drove up to Jacksonville with a trailer on December 26th. But first I had to go to the Custom office

in order to clear the car for DOT and EPA. I had all my paperwork with me, including the magazines Mike loaned me showing that the car was made specifically for the US market, my letter from Alpine stating the legality of the car, etc.. When I arrived, the Custom Inspector made it very clear: "Here, we do not believe anybody who claims a car is legal to be driven on US soil!" "We have a problem as I do not believe this car can legally enter the United States..." Excuse me??? I got my whole package out; there were papers, magazines, articles, invoices, pictures all over the Customs Officer's counter. Being so close, having the car right there after so many years, I would prove to him that I could drive this car here legally...

One hour later I was holding the release papers in my hand and had made a new friend! I was on my way to the port to get my Alpine. At last! I was so happy. I had never seen the car except for some bad pictures the seller had sent me. When I got to the port I saw my car for the first time. The car was in the condition the seller had described. It was dirty with a dead battery but it was here and it was mine. Nothing else mattered except to get it up on the trailer and go home to give it a good bath and a new good home. It only took me 90 minutes to figure out that the battery was located in the left front fender ahead of the wheels and hidden in its own compartment and to find the remote terminals located at the bottom of the windshield to allow jump-starts. Thirty minutes later I was on my way home singing along and cruising at 75mph looking in the rearview mirror contemplating my Alpine. Other drivers would pass me looking and wondering what kind of car was on the trailer!

Since then, I have entered the Alpine in a Car Show and finished 2nd in class. The car was very popular among ex-Renault owners with tales of neglected Dauphines and such. I plan on doing some modifications such as lowering it (mandatory American bumpers height gives it a weird look), putting a better, noisier exhaust (I cannot hear the engine running) and a bigger intercooler for track events. I do not wish to drastically change its appearance since it is such a rare car.

As for the other US Spec GTA's, I was told by my seller that they were only 15 left (six were destroyed), including the ones at the museum in France. They are scattered across Europe from Sweden to Spain. But number 14 is where it was destined to be with the oversized bumpers and extra weight; on American soil...

Huixquilucan 2001

Text and Photos by Francisco Miranda

Last May 19, 20 the Renault Gordini Sport Club of Mexico participated on the "XV Gran Concurso Internacional de Elegancia para Automóviles de Colección", which translates to something like the "XV International Elegance Contest for Collectible Automobiles" that the Jaguar Club of Mexico organizes. 25 Renaults gathered for the event, and although fewer than in other years, many very nice cars were on display.

We had the following participation: 1 Caravelle, 3 Dinalpin Cabriolet, 1 Floride S, 9 Dinalpin Berlinette, 2 R10, 5 R8 (1 Major, 1 Gordini and 3 R8S), 1 R4L and 3 Dauphine (1090, 1091 and 1093). I must say all in great condition and difficult to say which was prettier. Remember the Dinalpin is the Mexican Alpine.

This year we had three new vehicles on display. Alfredo Sevilla presented us his new silver Dinalpin Cabriolet. Alex Rubio with his red Dinalpin Cabriolet. Both finished restoration works just for the event. And Jose Mitchell with his Floride S, a car that belonged to his mother since it was new. To travel through time, we have the perfect vehicles in the club such as the unique vehicles like the R8 Gordini of Roberto Wolf, the white Dinalpin with less than 7500 miles (original mileage) of Alfredo Sevilla, the white R10 also with less than 15000 miles from Miguel Cacheuand the Dauphine 1093 of Miguel Garza with such a great Swedish restoration work.

Also the friends from the French Automobile Group were present with beautiful Renaults and unique pieces for this part of the world like the three R5 Turbo and also one pristine R8 G (from Alberto Gironella who also owns 2 of the R5 Turbo), as well as a very nice Estafette in top condition from Ricardo Narezo, some nice Dinalpin and a 1090A as well.

As this is a contest, in the previous Club Meeting, it was decided by the active members to open the following categories: Family car Ventoux, Family car Sierra, Sports Cabriolets, and Sports Coupes. A form for rating the cars was

designed and you could vote for the cars of the same category you were in, excepting your own car. The voting, which was a real turmoil by the end, lead to the following results:

Sports category: Cabriolet

1st - 95.92 points- Black 1962 Caravelle - Mauricio Ortiz Mena

2nd - 95.38 points- Silver 1966 Dinalpín Cabriolet - Alfredo Sevilla Tamai



3rd - 80.00 points- Silver 1966 Dinalpín Cabriolet
- Pablo Alcocer Warnholtz

Sports category: Coupe

1st - 93.50 points- White 1974 Dinalpín Berlinette
- Alfredo Sevilla Tamai

2nd - 88.38 points- Blue 1966 Dinalpín Berlinette
- Alejandro Marín Sluka

3rd - 87.13 points- 1971 Red Dinalpín Berlinette -
Jorge Mendoza Amuchástegui

Family cars: Sierra

1st - 98.33 points- White 1969 R10 - Miguel
Angel Cacheux

2nd - 86.88 points- Red 1970 R8-S - Tomás Marín
Sluka

3rd - 86.15 points- Yellow 1970 R8 - Miguel
Angel Cacheux

Family cars: Ventoux

1st - 97.63 points- White 1962 Dauphine 1090 -
Cecilia Garza

2nd - 96.25 points- White 1962 Dauphine 1093 -
Miguel Garza

3rd - 94.83 points- White 1968 R4-L - Yuriria
Robles de Miranda

There were several food posts and a good restaurant at the premises, so we were able to spend a sunny day with friends and family enjoying great cars from all epochs. We thank our friends for the Jaguar Club that were very kind to invite us to participate in this important event. We hope you enjoy the pictures.

Elegido del Público

Text and Photos By Francisco Miranda

Last 1st of April; we were invited to the Elegido del Público "Public's Choice Contest", a yearly event organized by the Chevy Corvette Club. It was a very friendly event in which more than 400 vehicles participated and about 30 vehicles were Renaults from the members of the Club Renault Gordini Sport. This time our club members were not as busy as in other events in which we have participated, but surely it was the club with more participation in vehicles. We spent a very nice day with great sunny weather in the mid 20's (Celsius) enjoying the hospitality of our friends from the Chevy Corvette and that of Plaza Cuicuilco, a shopping mall on the south side of Mexico City with plenty of restaurants, games for the children and the usual shops found in shopping malls.



Summer Updates

Text and Photos By Jesse Patton

IM 240

Club members were aware of my emission inspection problems, written up in issue #59 of the Renault News. Last summer I just managed to the NOx test limit by .01 point with my 1985 Alliance ragtop. June 12th I had the vehicle "on the rollers" once again. Since last year I have installed a NOS Renault factory catalytic converter. This obviously

did the trick, as I passed the NOx test with flying colors. With a possible NOx test limit of 4.00, my car scored a 0.02 on the test. A word to the wise, avoid universal converters and get one made for the Renault. They will last longer and perform more efficiently

Troubleshooting Renault A/C Sanden 508

About two years ago I had my Alliance A/C converted over to R-134a from R-12 refrigerant. Up to that time the R-12 had done a great job keeping the interior of the car cool, about 40 degrees. Along with the conversion kit, I also installed a new factory receiver dryer. It appeared to me the R-134a wasn't as cool as the R-12 had been. Something like 47 degrees from out of the vents, but I lived with it. Last summer the A/C output was even warmer. I figured that I need some additional 134a. I had twelve ounces added, but to my surprise the high side of the compressor valve showed over 300 pounds while the low side was close to 100. This is very high and can be a dangerous situation, especially on a 16 year old vehicle.

According to the MR245 (Renault Factory Shop Manual) the expansion valve located on the drivers side fire-wall was to blame for this. According to the manual, a cut out or pressure switch mounted next to the receiver-dryer could also be to blame but this was replaced in 1999. The expansion valve is still available through Chrysler under stock #J8134620, Retail price is \$100, list \$80. After I install the new valve in about a week. I am going to order an extra compressor, condenser, and evaporator to keep on hand just in case I have any more problems in the future.

Will it all work out? I will let you know in the next newsletter. Many thanks to Jonathan Burnette and Sam Stuckey for their advice and input



We shared the parking space with our good friends from the Grupo Auto Francés (French Auto Group) and that way we were able to meet new friends with great vehicles as well, like the red R10 or the R18's station wagons that you can see in the pictures. Our club members organized an internal voting and the results were as follows: **Sports Category:** A shiny red A110 Dinalpin from our friend Jorge Mendoza (Congratulations for such a Great Job!), **Sedan Category:** The already well-known Dauphine 1093 from Miguel Garza, **Racing Category:** Miguel Cacheux's (shiny as well) yellow R8S with 1400 cc mod engine. It was a very sunny warm day in which we spent nice time chatting with our friends from other clubs and we had the opportunity to enjoy other great cars.

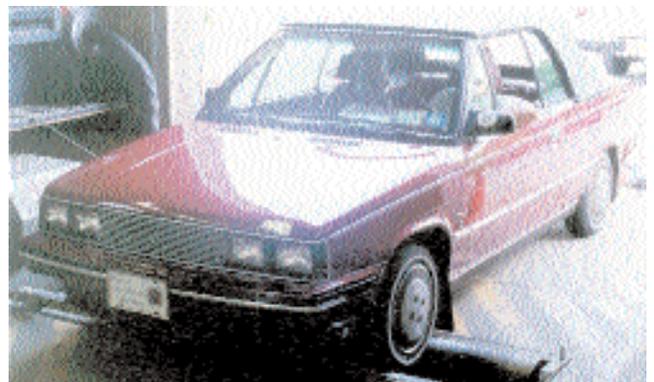
Enjoy the pictures!



IM 240 readout



Renault News Issue 61



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New A/C Technologies Coming Soon

Sometime next year, BMW or Mercedes-Benz will become the first vehicle manufactured to offer a new A/C system that uses high-pressure CO₂ instead of 134a as the refrigerant. These next generation A/C systems, which are currently undergoing field tests, use a variable displacement compressor and sophisticated electronic controls to circulate high pressure (1800 to 2200 psi) CO₂ through a refrigeration loop to cool the vehicle. Tests conducted in the summer heat of Arizona have shown that these new CO₂ systems actually cool better than today's best R-134a systems. What's more, because CO₂ is nontoxic, ozone safe and is already present in the atmosphere, recovery and recycling won't be necessary. A system can be vented directly into the atmosphere – something that is now illegal with today's refrigerants.

Another new refrigeration system that's under development is "secondary loop" cooling. With this approach, a hydrocarbon refrigerant is used to cool a liquid through a chiller. The cooled liquid then enters the passenger compartment and circulates through a heat exchanger to cool the air. The system requires an electric pump to circulate the liquid, which adds cost, and by isolating the flammable hydrocarbon refrigerant to the engine compartment, it overcomes the safety objections of using hydrocarbon refrigerants in automotive applications. It is currently illegal to use a flammable hydrocarbon as a refrigerant in mobile automotive applications, but hydrocarbons are used in semi-trailer or RV refrigeration units.



Story of My Renault 16

Text and Photos By Benjamin Peterson

Out of the blue one day my uncle inquired if I would like a car. I asked him "what's the catch?" He said, "You'd have to put it together". I said "sure why not, seems like an interesting project".

The R 16 was one of three that my Grandpa had owned among many other cars in his collection. He had wanted to customize it, keep in mind this was back when the car was less than ten years old. He was going to put a pair of 1965 Pontiac GTO taillights in the rear and give it a "Starsky and Hutch" paint job. He got around to stripping it down and priming it, and from then on the car sat. When I got it, it was in real good shape only problem at that time was the fact that raccoons that lived in the garage had used it as a toilet. All the interior was stored in another room safe and sound from the little vandals. Along with the car hull and many boxes full of pieces, I also received a spare engine. Which was a good thing, for upon trying to start it for the first time, it was the pump that was frozen up.



As of right now, I'm still deciding if I want to fulfill my late grandpa's dream. Meanwhile I was able to get the car running, but very roughly. It needs to be timed and carburetor adjusted. The major things to make this car road worthy are brake work, a new or repaired gas tank, and finally the bodywork and painting.

I want to make it even more one of a kind by customizing it to be a Renault racing R 16(just for show) and start my own category in some car shows. Any suggestions on what if any easier to find interchangeable parts there would be for that, or should I go for the "From the Factory" originality. I don't plan on making it a daily driver at the moment.

By the way I have included some pictures of the current condition of restoration. If you have any ideas or advice for things I should look for. I'm 18 and just starting to get the hang of playing with cars. I understand theory, but need practice and advice for the hands on stuff. I am extremely happy to find your club and even more excited to hear the dues are only \$20 a year!

P.S. I have been keeping a journal of things I have done with my restoration and might be able to provide a bit of an update every now and then depending on time.

Jesse's Corner Diminishing Spare Parts

By Jesse Patton

Several weeks ago I got lucky when I called Topline Automotive located in Chicago, Illinois, and queried them about a remanufactured 1.7 litre for my Alliance. The salesman on the line coolly let me that the only item their computer showed in stock was a 1.7 litre short block. He was quite interested in selling it and he told me \$350 Cash and Carry plus an additional \$50 to ship it by Fed Ex Ground. Well I jumped at it, and when it arrived several days later, I found the short block was a complete motor – lucky I!

But everyone else is out of luck if they need a new engine. Like Topline most other aftermarket power train remanufacturers such as ATK, Liberty, and Enco no longer bother to stock cores to remanufacture parts for newer Renaults, since they no longer manufacture the overhaul kits for them as well. The parts situation at the dealership level isn't any better. It's hit or miss, more miss than hit I can assure you. Since the merger with Daimler-Benz and Chrysler they have told the dealerships that they will no longer pay 60 cents on the dollar towards buying out existing Renault Stock. Now the

dealerships can throw it out themselves, or sell it at the net cost to Renophiles like us. Big items like motors or transmissions are no longer available at the dealership. I bought up one of the last valve bodies for an M series transmission for \$150 and considered myself fortunate. Even small items like a proportioning valve that mimic a low brake pedal and a bad master cylinder, are on the endangered list with about a half a dozen left split down the middle for early and late production Alliance models. Stranger still is the fact that the 2.0 litre, although it is basically a 1.7 – However, if you need a throw out bearing for a five speed in this vehicle, your not going to find but three or four left in the entire country. You might try a 1.7 throw out but would have to opt for drilling into the tranny case.

As for the Medallion and Premier and there spares status, I have to shake my head in sadness as all of the power train remanufacturers listed above never even bothered to list these models in there catalogs! So what must the dealerships have left? Most likely even less than they have for the Alliance-Encores. A pity, because just the other day I pulled into our local supermarket here and lo and behold one of the nicest '88 Medallions I have ever seen driven by a 92 year-old Frenchman. One of the first questions I asked was about the history of the car. Any problems? He told me just a few and they were corrected by the recalls, the car has had 52,000 miles of trouble free driving. I told him what I knew of these vehicles and their reputation for inconsistency. He couldn't and wouldn't believe it, as I handed him an application for our Club. The Medallion, an enigma, but yet a lovely machine in and out. Looks were not one of its handicaps.

One thing that lingers in my mind, will we be able to keep these newer Renaults running years from now like we have done with the older rear-engine models like the 4cv. As we know the modern Renaults are full of electronics and sensors that help to keep the air clean. Without emissions parts and the computers these cars don't run right, I mean shake, rattle, and roll. Remove all this paraphernalia and the car still doesn't run right, although the year might be 2010 and the government no longer requires you to pass a dyno test.

Perhaps we can rely on the Europeans for help with newer Renaults. In fact, I just recently wrote to the Alliance-Encore (R9-11) registrar of the Renault Owners Club U.K. for mechanical comparison of these models between ours. This might provide some assistance for us in the future.

In closing out this story, I would like to end it on a positive note, but the facts are the facts. Those of you out there with a 2.0 litre motors with seized or tight timing belt idlers (part# T0726440) upper idler and (part# T0733489) lower idler must know that they are no longer available at the dealerships. There are aftermarket companies that might be able to supply these items but I am not aware of them. Who can help? Possible retrofits from the 1.7 litres might also be a possibility but most likely mot without some alteration. Any suggestions?

Late Model Renault Part Sources

By Jesse Patton and Marvin McFalls

Jesse has done a lot of research to find some of these much needed parts and services. I also have recently come across some sources for similar NOS parts that I will mention as well. Since he hasn't been able to find a source for new engines, I will begin with Transmission parts and then other accessories. Surprisingly, transmission distributor warehouses still stock pile for rebuild kits for Renault 18i, Fuego, Delorean, Alliance, Encore, Sportwagon, Medallion and Premier.

Transtar Industries, Inc. seems to have the biggest selection of parts and the biggest network with warehouses in the following cities: **Atlanta, Baltimore/Washington, Birmingham, Boston, Chicago, Cincinnati, Cleveland, Dallas/Ft. Worth, Denver, Detroit, Edison NJ, Houston, Long Island, New Orleans, Sacramento, St. Louis, San Francisco, Spokane, Sarasota, and Van Nuys.** All locations have an 800 number so look them up in your phone book or call the 800 operator and ask for the warehouse closest to you.

ZF Industries Inc. the manufacturer of 4HP transmission used in Eagle Premier, as well as Peugeot and BMWs now is offering rebuild kits direct for the factory. You can reach them at 800-660-2269 or by e-mail at passcarinfo@zf.com or you can check out their website at www.zf.com

LuK Clutches still offer a good selection clutches and cables for R16, R15/17, LeCar, R18i, Alliance, Encore, Fuego, and Medallion. You can contact LuK at 800-274-5001

ATK Engines have one leftover turbo charger for a Renault Fuego Turbo. They have it listed at \$535 but if you contact them at 800-421-3746 or you can check them out on the internet at www.atkengines.com

ATEC Trans-tool offer the clutch drum tool to open and close E1-E2 Clutch packs (T-5299) as well as the diagnostic equipment the 3 terminal connector with 3 alligator clips (SS-R)

NAPA has 1.7 litre idler bearings. The upper bearing sells for \$58.79, and the lower is \$109.49

Carolina Auto Parts has Alliance/Encore radiators for 1.4 and 1.7 with and without Air Conditioning. They Sell for \$105 including shipping. They also carry some other after market parts for Renaults. Call them at 800-438-4070.

Kelly Automotive Group has a large stock of NOS parts that they are looking to move. Ask for Charlie, 517-676-9311

AUSSIE Automotive Electronics, offers to bench test and can rebuild engine computer. They normally charge \$75 for testing. 877-701-0015 or e-mail them at: aussiepa@olypen.com

I have recently found some sources for NOS Renault parts such as new Engine Computers for Alliance/Encore 1.4, and 1.7 as well as Fuego Turbo and Fuego 2.2 and Sportwagon. New Transmission computers for Alliance/Encore, and other various M series transmission parts. New Radiators for Alliance/Encore 1.4 and 1.7 and LeCar w/AC You can contact me at 865-376-1056 or e-mail me at moose01@bellsouth.net

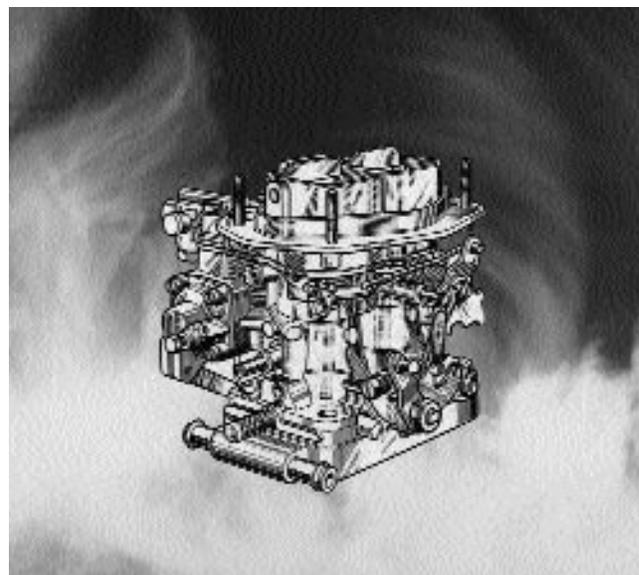
Best of luck with your search for parts and if you find anything interesting let us know. As it is getting more and more difficult to find these parts for late model Renaults, when you do find a source we hope you will share it. That way all club members will have an opportunity to keep their Renaults on the road.

Weber Flambé

Text and Image By Kurt Triffet

On the way back from the Unique Little Car Show, in my 1967 Caravelle, my car suddenly began cutting out. Pulling off the road, I discovered that my fuel line (attached to the brass tube) had popped out of my 32 DIR Weber carb. Easy to fix, but shows the importance of checking these things periodically, since I could have easily had a 3 alarm fire back there, with fuel spurting all over my exhaust manifold.

Those brass tubes are only pressed into the carburetor, and over time, can easily work loose, especially when you factor in things like vibration. I did a brief survey among a few club members on this topic, and here were some suggestions.



Don McLaughlin wrote:

Thirty-five years ago the guys at Sports Car Graphic told us to yank that plain tube out of the Webers, tap the hole, and thread a tube into it. Lock-tite was optional. Mine is just knurled. With vice grips.

Harrold Cooke wrote:

NAPA also has threaded fuel inlet tubes. Use cutting oil or a very light machine oil to lubricate tap. Not sure of composition of carb but think it has a lot of zinc in it.

Dene Barrett wrote:

I don't want to mention the dreaded 'C' word here but I had the same problem with my Solex carb. I simply took a piece of tin scrap from a food can and drilled a small hole in one end, the other is secured by the hose clamp holding the fuel line on and the drilled end is attached to a hold down screw on the carb. Simple and so far foolproof.

Jacques Lynn suggested putting a little JB weld on it and this is what I did for the moment. I also roughened up the surface a tad.

Fire Down Below

By Chris Adams

This past Saturday My wife and I took the 4cv out on the road for it's first real road test. Andy, my mechanic, really did a nice job getting the car ready. He drained the old fluids, ran and drained new oil a couple of times, replaced old hoses, replaced brake lines and flushed old break fluid, adjusted and bled brakes, put in a heater box, got all the lights to work, installed a new Solex carb (ICBT 22). He had replaced the old ground cable, replaced fuel pump, did a tune up and there's more, you name it. At this point, the only immediate thing that still needed to be repaired was the starter.

So we set out. The car drove like a champ. I killed it a couple of times and I had to compression start it, but it really drove well. We had it out for about 45 minutes and we decided to take it back to Andy's place, besides we smelled a little gas. I had checked under the hood about half way through the test ride and I had a little gas on top of the fuel pump (probably a seal) so that's what I figured it was. Cars were driving by checking us out, one car drove by and gave us the thumbs up and then another car pulled up along side of us and said FIRE! We pulled over immediately and got out. A fire had started and we had nothing to put it out with! then a truck that was behind us pulled over to help. Two young off duty firemen got out with an extinguisher and put it out. We were so fortunate! It could have been a total loss, but as it is, we only suffered a slight setback.

What happened is that the fuel line coming off the fuel pump came loose and gas was leaking on the

hot engine. Scary. We called Andy, we towed the car back to his place, and with powder from the extinguisher all over the engine compartment, and she started up and was running. A little singed, she is going to be OK! So here's the damage report: repair tail light wiring, spray the hood (the heat crackled the paint where the vents are), replace the seal in the gas pump, replace and improve fuel line (fittings), replace spark plug wires, coil wire, distributor cap, and fix the starter. In a rally, the team would work through the night and she would be back on the road by morning! So there you have it, quite a first day!

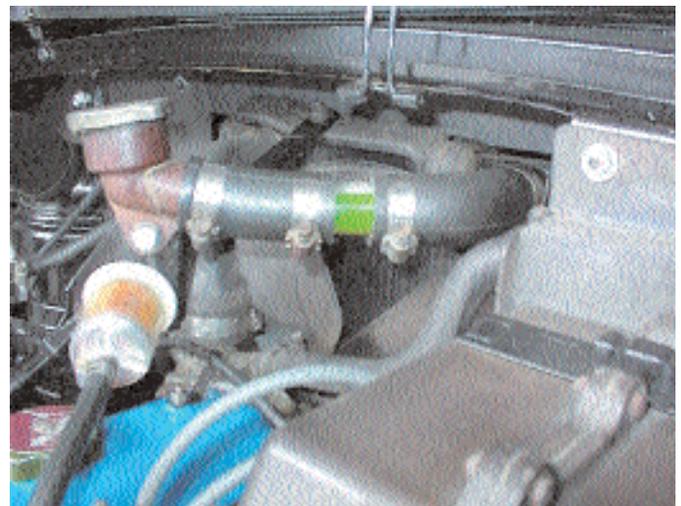
Tech Session

Dauphine Coolant Level

Text and Photo By John Callan

One of the design problems with the beautiful Dauphine, as you probably know, is that it is not possible to see the level of the coolant in the system without removing the filler cap and adding coolant until you can see the level. If you remove the filler cap and you do not see coolant, the level may be just a little low, or the level may be VERY LOW! Overheating the engine will result in serious damage to the engine. Low coolant level and low oil level have destroyed many Dauphine engines. If you glance at your instrument panel frequently, you may detect a rise in engine temperature, and an illuminated oil pressure light means STOP NOW!

Here is an easy modification to the coolant system filler hose that will allow you to see the coolant level at a glance. See the attached photo. Remove the hose from the coolant filler neck and the radiator. Make two cuts in it removing 1" (25mm) from its middle. Insert a 4" (100mm) piece of clear plastic tubing of 1 1/4" (32mm) outside diameter and a thickness of about 3/16" (5mm). Secure the piece of plastic tubing with two hose clamps. Reinstall the hose and fill the system with coolant.



EMRA Goes Pro

By Thomas Cotter (Auto Sport Express, 1982)

The Eastern Motor Racing Association is about to add a new dimension to its racing activities; The Northeast Renault Series. This is a semi-professional racing series involving Renault Le Cars competing for cash prizes.

EMRA's Series is billed as the supplementary race series for Renault Cup cars and drivers (a series currently run by IMSA). It works this way: Brand new, completely stock Le Cars are purchased at a sponsoring dealer's wholesale price (around \$5000). Then, a competition package is purchased directly from Renault racing (\$1500). The package consists of a rollcage, Goodyear NCT tires, alloy wheels, Koni shocks, sway bars and a muffler bypass. No other equipment may be added. The only driver modifications allowed on the cars are valve lash, ignition, and carburetor adjustments; that's it. Basically, a series of identical cars where driving techniques win the race.

The IMSA Series, however, only offers six races on the East Coast during the 1982 season. Even though lots of money can be won, it doesn't give a lot of track time for the \$6500 investment a driver must make.

Lloyd Washington, EMRA Racer and more recently a Renault racer, quizzed some of the other sixty or so drivers to see if they might be interested in running an EMRA sponsored series similar to IMSA's. Even though prize money will be somewhat lower, so will the aggressiveness that many of the professional drivers in the series seem to be displaying (in the inaugural IMSA/ Renault Cup event at Road Atlanta in April, only four of the 54 cars entered did not receive some kind of body damage).

The EMRA Northeast Renault Series consists of six races to be staged at Bridgehampton, Bryar, Pocono, and Summit Point Race circuits. Entry fee is \$100 - 75% of which goes into a prize payback fund. Renault Motor Co. has also shown interest in supporting the series with financial and technical assistance.

All in all, EMRA's Northeast Renault Series adds a new dimension to semi-professional racing and promises to be a popular attraction for spectators, race workers and drivers alike.

For more information on the Northeast Renault Series, contact Lloyd Washington or Tom Cotter....



Vintage Article from Marvin McFalls.



A really Vintage Renault in the Dennis Mitosinka Collection, Santa Ana, CA

Photo: Bibliopticus Alanskii