

# Renault News 62



4th Quarter 2001

November-December



Photo from Renault publicity.

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# Renault Owner's Club of North America

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

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"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:

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14548 Dickens St, Sherman Oaks, CA 91403

## August 2001 New Members

Hello Everyone

I am trying to get transitioned into the New Members Sec position.

Harrold has been of great assistance hopefully I will know what to do in the real near future. I hope everyone is doing well.  
Marvin

1. BROUTIE Richard D PO Box 332 Winnebago MN 56098 Aug 2002  
507/893-4685  
'89 ? Wagon K48A JK U000317 Beige 81K
2. CORDIER Christophe 1026 14th Ave SE St Cloud MN 56304 Aug 2002  
320/203-7191 <ccordier@msn.com> '63 Citroën Ami 6
3. O'BRIEN Edward 8719 Pete Wiles Road Middletown MD 21769 Aug 2002  
301/371-8610 <FPCLtd@aol.com> '59 4CV ? ? Gray 73K
4. VOGLER John 154 Parkway Drive Carlisle PA 17013 Aug 2002  
717/249-9541  
'87 Alliance Convertible ? ? Black ?
5. WOODS Les 6920 Prince Georges Avenue Takoma Park MD 20912 Aug 2002  
301/270-8767 <Frenchcarguy@aol.com> Owns a number of Renaults.

## September 2001 New Members

Franceschini, Lou 1736 E. Charleston #276, Las Vegas, NV 89104,  
September 2002  
H-702-387-7592  
1986 Encore 1.7 litre, Metallic Red 53k miles

Countess, Robert H 28755 Sagewood Circle, Toney, AL 35773,  
September 2002  
Ph/Fax 256-232-4940, E-mail: boblpinc@earthlink.net  
(2) 1969 R16s, 1973 R17, 1974 R17 Gordini, Seven Peugeotts.

Libretti, Anthony 83 William Street, Milford, CT 06460,  
September 2002  
H-203-878-2066, W-203-878-5380 E-mail fonzi4@msn.com  
1982 R5 Turbo II, Red

Lisowski, Henry A. 4439 Blanchane Ave. Brookfield, IL 60513, September 2002  
H-708-387-7944  
1985 Sportwagon, Silver 112k miles

Fletcher, Wendell, W. 380 East 4450 North, Provo, UT 84604,  
September 2002  
H-801-224-4537  
1985 Alliance Convertible, Red, 200k miles, 1987 Alliance Convertible,  
Metalic Red, 100k miles, 1987 GTA, Red, 150k miles, 1987 GTA, Silver,  
48k miles, 1987 GTA, White, 82k miles

Simon, Milt J. 1312 Ozone Ave. Santa Monica, CA 90405,  
September 2002  
H-310-450-4483, W-310-466-4441 E-mail:  
msimon317@aol.com  
1962 Gordini?

Edwards, Ed P. 14216 Spring Lake Rd, Minnetonka, MN 55345, September 2002  
H-952-933-4850  
1982 LeCar Sport, Black 46k miles, 1982 LeCar, Silver, 4dr, 60k miles

Nyman, Russ J. 14627 Dartwood Drive, Houston, TX 77049,  
September 2002  
H-281-458-6640 E-mail: rnyman@ev1.net

# Letters & email

**From Denis Briquet**

Dear Mr. Patton:

Thank you for your letter which Alain Dubois-Dumee, head of Communications at Renault, passed on to us.

We are pleased to hear that you found our English-language publication <<Global Renault >> interesting and will put you on our mailing list to receive five copies. You are of course free to use the information from Global in your club newsletter.

We hope that your club continues to flourish in the United States.

Yours sincerely, Denis Briquet,  
Manager, In-house media

**From Vincent Gerardi**

Dear Marvin: I loved your story about the LeCar Starters. My God! I will avoid any urges I have to acquire one of these models. I was never real crazy about the R5 except for the turbo models. However, I am crazy about the others including: R-17, R-16, R-10, R-8, Dauphine, Caravelle, Alpine, etc. I don't particularly like Alliance and Encore, unless they are a standard transmission.

I just received my membership roster today. Apparently your name is under the heading for ownership of every Renault model, including the R-17. I think I read the about you acquiring this car in the newsletter. I did not know it was a 1976, this is my favorite model year. I have been looking for one, but not a basket case or resto-case. They are available in good to near mint condition in England and France for about \$1500-\$2500. But trying to find a good one here seems nearly impossible. There is a 1976 parts car in a junkyard here on Long Island, this is the only one I have seen in recent memory. Enjoy, Vincent Gerardi

**From: [daveu187@peoplepc.com](mailto:daveu187@peoplepc.com)**

**Subject: 1987 GTA Convertible**

Dave wrote: I have an 87 Renault GTA Convertible that I would like to sell It only has 67907 miles on it. How can I find out if anybody would be interested in purchasing it. It's in excellent condition. Thanks, Dave

Dave- I would suggest you send an ad to our Marketplace editor with a complete description of the car and what you would like to sell it for. If you need to you can send it to me and I can forward it for you. Thanks, Marvin

Newsletter Editor ROCoNA

**From: [IFHP@aol.com](mailto:IFHP@aol.com)**

**Subject: Francisco Miranda**

Marvin, I enjoyed Francisco Miranda's articles in the current newsletter. I tried to e-mail him for more information, but the message came back undeliverable.

I tried to reach him at: [estudio19@quantel.net](mailto:estudio19@quantel.net). Do you know if he has a new e-mail address, this is the one that is in the directory. Thank you. Michael MacSems

Michael- I am glad that you enjoyed the story. Francisco is a major contributor to the newsletter. His new e-mail address is: [estudio19@avantel.net](mailto:estudio19@avantel.net)

Thanks, Marvin  
Newsletter Editor ROCoNA

**From: [boblbpinc@earthlink.net](mailto:boblbpinc@earthlink.net)**

**Subject: R-16 parts.**

Bought my first R-16 on June 14, 1968 sight unseen, as it were, based on the Foreign Car Guide magazine write-up in the May issue. I got perhaps the first one in the SE region, certainly in the Atlanta area. Since then, I got three more. Now I have one given to me a couple of years ago, a good parts car; but three weeks ago I went to New Mexico and dragged home a 1969 R-1152 out of the desert, an abandoned car, and it runs well after sitting up for a decade or longer.

Please let me know about your cars and parts availability etc. Bob

PS I have seven antique Peugeots also.

Good to hear from you. Reading that you live in Atlanta, I wonder if you have ever heard of the French Car Club of Atlanta? I am a member of this club and wondered if maybe we have met a one of their events. As far as R-16 parts I don't have a lot of parts, but I do have a fairly complete 1968 model with a very nice interior. The car was originally parked because of overheating problems. My guess is they couldn't get anyone to repair it because when I bought it the head had been removed for block but the repairs were never completed. I also have some NOS parts, as well a few sources for OEM parts as well.

Thanks, Marvin STM-RNA

**From: [tiboth@iprimus.com.au](mailto:tiboth@iprimus.com.au)**

**An Aussie message**

Hi Marvin, Our family just wants to tell you that we feel so much sorry and sadness about what has happened in your country and we hope and pray that none of your loved ones were hurt in the atrocities.

We have seen the CNN and ABC coverage and only hope that there will be no more loss of life. It was a very sad day for democracy and I think all western nations feel that the world will never be the same again.

We just wanted to convey to you that here people are leaving flowers at the American Embassy and



writing messages of condolences that we hope will reach out to you, to let you know that the you are not alone in this very traumatic time.

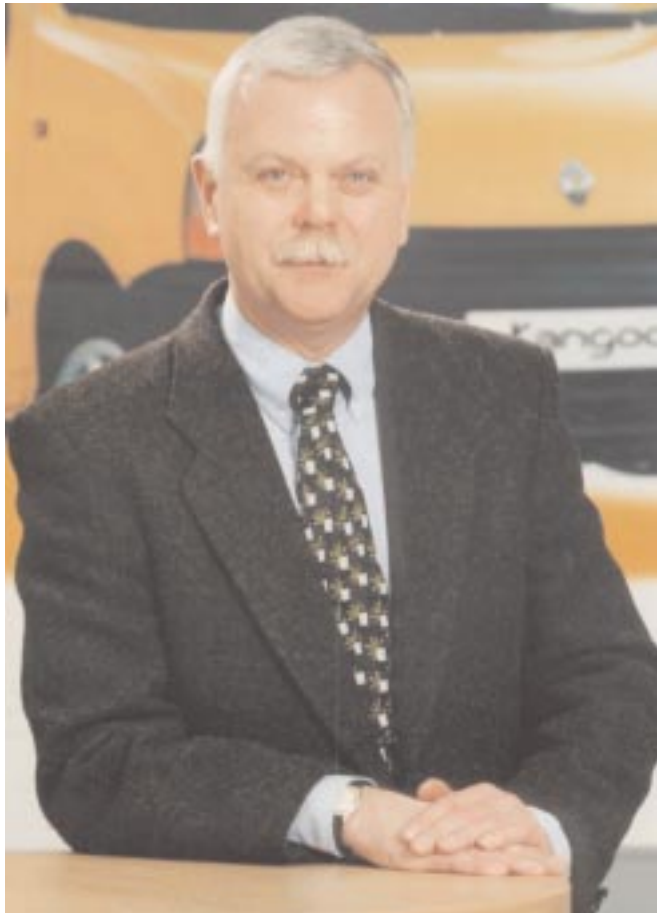
Sunday, September 16, 2001 is our day of mourning for all those missing - including the Aussies. Bye for now, Theresa and Ian Both

**Thanks for the kind words**

I want to thank you for your condolences. I have received several messages from Renault Friends from around the world. Many have sent sympathy notes to the club about the tragedy that occurred on Tuesday morning. They have also mentioned what their countries were doing to honor the dead and injured. The Renault community is a great group of folks. Your kind words have been of help during this terrible time. Thanks, Marvin

**The Rainer Hubner Story**

Many club members have asked us about Mr. Hubner, so Jesse wrote him and asked him to send a photo and bio about himself. As usual he was happy to oblige. It is really great to affiliate our club with other great clubs like the D'ARC.



- Name:** Rainer Hubner
- Born:** 1947
- Wife:** Ulrike
- Home:** Bruhl ("Renault City")
- 1953-63** Education, Primary and Secondary School
- 1963-83** Employment, starting as a commercial apprentice to Managing Director at the local Renault Dealership in Monchengladbach
- Hobbies:** Renault Clubs, traveling, jogging, cooking, and driving my 1958 4CV
- 1965:** Bought my first car, a Mercedes 170 S, 1951
- 1970:** Founded the Renault Racing Touring Team (RRTT), Started *Report* the club magazine
- Since 1983:** Employed by Renault of Germany with many different responsibilities including: Manager Fleet Sales, Director of Exports to Poland and Czechoslovakia, Manager Trainee, Manager of Fairs and Events.
- 1997:** Founded the D'ARC, Federation of all German Alpine and Renault Clubs.  
**D** = Deutsche/ German  
**A** = Alpine  
**R** = Renault  
**C** = Clubs



## Renault News From around the world

### With Nissan, Renault returns to Indonesia

Renault Has signed an import and distribution agreement with the Indomobil group, Nissan's partner in Indonesia. The agree provides for the introduction of Kangoo and Scenic, followed by Clio and Laguna II, to the Indonesian market by gradually setting up a network of seven sales outlets in Jakarta from the end of 2001. The network will then be extended to Java, Bali, Batam, Sulawesi, and East Kalimantan, eventually reaching more than 25 outlets and 18 workshops. The company PT Auto Euro Indonesia, set up to handle the operation, opened for business in July 2001. Renault aims to become one of the leading imported European brands in Indonesia and is targeting market share of over 1.5% in the medium term. Indonesia is an important step in the Renault brand's redeployment in the Asian-Pacific region, following the launch of joint Renault-Nissan projects in Japan, Taiwan, and Australia. Between 1973 and 1990 Renault assembled and sold the R-5, R-12, R-18, and R-21 in Indonesia, but pulled out of the market in 1998 when the Asian economic crisis was at its height. Since 1987, Nissan has been in partnership with Indomobil, a key player in the Indonesian automotive industry with ten factories and 8,000 employees. In 2000, Indomobil produced a total of 5,000 vehicles, 1,000 of them were Nissans.



### Dateline Paris:

Visitors to Paris' Champs-Elysees can now soak up a little car culture thanks to "Concept Cars, Tomorrow's Vehicles Today", and exhibition by Atelier Renault that showcases seven of Patrick Le Quement's concept cars in a high-tech environment. The goal of the show is that concepts are more than just design studies. Initiale and Vel Satis are on show (the concepts that inspired Laguna and Avantime), further concepts including Argos, Modus, Fiftie, and Koleos are also on display, and if the show proves too strenuous, there is a fancy restaurant on the site as well.

## Auction Report from Atlantic City

By Vincent Gerardi

Each year I look forward to the weekend of the Atlantic City Classic car auction. There you will see any and all manners of classic cars. From a V-16 Cadillac, incredible Maseratis and Ferraris, to a '33 Alfa Romeo (Still New Jersey registered and attended by a elderly gentleman who, I think, never left the car for three days.) This year I was interested in checking out the so called, Henney Kilowatt, or electric powered Dauphine. The auction company listed the little Renault in the sales catalogue mailed to me. When I arrived Friday night I found a Dauphine, but it was not an electric one. It turned out the same man had owned both Dauphines, but he had decided to bring this car to the sale instead of the electric one.

This car was easily the most well presented Dauphines imaginable. It was a Gordini version with a Webasto Sunroof. It looked totally original, apart from new high-quality paint job. This car was definitely properly stored and well kept. I thought that maybe it would be mine for around \$3000. According to my information, the best Dauphine only has a value of about that, even in Europe. They just haven't appreciated like some of its contemporaries. A 1962 Corvair coupe, In first-class order sold for over \$9000, and a 1970 Karmann Ghia also sold for \$9000 and I didn't notice the over stimulated crowd pay it one bit of mind.

On Saturday the Dauphine finally pulls up onto the auction block. The motor sounds good for one of these cars, and the exhaust is not smoky or smelling like fuel. This car sure looked great. I wait for the bidding to reach a certain number, so I can join in on the madness. But much to my surprise the crowd bid this thing up to \$5300! Now, I think the Renault is gone and I missed my chance. Later, when I saw the car was still there Sunday I spoke to the owner again. It turned out he had refused the bid; the car was a no sale. It turned out he wanted only a bit more, but the crowd apparently wasn't going that crazy. But slightly crazed they had gone. I was shocked to find that it didn't sell for the \$5300. Oh well, I wonder what he wants for the Henney Kilowatt?



# F1 Montréal 2001

Text and Photos Terry Zabransky  
and Judy Napoleon

Once again, we drove to Montréal for the F1 Grand Prix, which was held on June 10<sup>th</sup>, 2001. The Alpine A-310 was packed the night before, so we left Chicago at 6:15 AM on Wednesday the sixth of June. By 11:15 we had already crossed the border at Port Huron and were headed to Oshawa, about 30 miles east of Toronto. We relaxed that evening and enjoyed a good meal before getting some rest.

We left Oshawa the next morning at 7:00 AM and by 1:30 PM we were at the Radisson Hotel in Dorval where we spent the weekend. We usually stay in Montreal, but this year we were late in making plans, so we couldn't find a room in the city. Dorval is in the "Burbs", but it was only a 15-20 minute drive into downtown Montreal. We used the Metro to go back and forth to the track each day, and at night we would drive the A-310 into Montreal for evening activities. Thursday afternoon, we relaxed at the pool and in the evening we had dinner at our friend Claude's home with the rest of the people from our group. Claude still has his 1974 A-310, but unfortunately it wasn't running at the time.

Friday we left early for the track using the Metro, which only took twenty minutes. We spent the day watching practice and buying a few souvenirs and then headed back to the hotel to freshen up. That night our group, about twenty people, rented a go-kart track for an hour and spent the evening having a blast. The karts were quick about 35-40 MPH. At the end we were all soaked from perspiration, but we had a ball! After the go-karting we headed down town where we all enjoyed some great wine and a meal.

Saturday we were at the track for morning practice and of course the afternoon qualifying. The Ferraris were quick, but the BMWs also looked fast! That evening we had a fantastic meal, sitting outside on the



terrace across from the Parc du LaFontaine. We spent over four hours there enjoying the food, wine, and talking F1. Two friends that went the Indy F1 with us last year even came to the dinner. We had seen them since the race last summer.

Sunday morning we relaxed and got to the Circuit Gilles Villeneuve at 11:00 AM. The race started at 1:00 and although it wasn't the best race we had seen, it was certainly exciting. Even though Michael Schumacher had the pole position and drove a great race, it was his brother Ralf in the BMW who took the victory with great strategy and a super quick pit stop! That evening we had another great meal at an outside café on Crescent Street where there was a concours taking place. Luckily we got to park the A-310 in the concours right in front of the café. We also saw an unusual three-wheeled vehicle called a "T-Rex". It was powered by a motorcycle engine, and was said to have a top speed of 150 MPH! Dinner finally ended around midnight and we all said our goodbyes until next year.

Traditionally we drive straight through to Chicago on the way home and this year was no exception. Although, this year the A-310 gave us some "drama", as we were entering Toronto in the late AM, I couldn't shift into 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> gears. Now being a veteran Renault owner I knew just what to do. One 8mm wrench and a piece of plastic tubing was all I needed. The clutch slave cylinder was full of air. When I started to bleed the fluid it looked like whipped cream! After about five minutes of bleeding the fluid was clear. I topped up the reservoir and we were on our way. This was our second "drama" of the trip as Judy had a near hit with a deer at 100 MPH on the drive to Montreal.

We hit rain most of the morning so we lost some time. We still made it home in thirteen and one half hours, including all our pit stops. We were quite tired when we arrived home at 7:30 PM, but it was a great trip. The A-310 sure loves to cruise at 100-105 MPH all day long. "Love those Canadian roads", and when you stop to think about it that's what the trip is all about, "The Drive".





## Summit Point Race Weekend

Text and Photos By Marvin McFalls

Along with attending the Carlisle Import Show, we took advantage of Jefferson 500 being held on the same weekend. Jonathan Burnette traveled up from Austin, Texas and arrived at my house in Tennessee just before 5PM on Thursday May 17<sup>th</sup>. We relaxed for a couple hours and enjoyed a Texas like dinner including: Steak, Potatoes, Beans, and some Fudge Brownies for dessert. Following our meal we packed up my Fuego Turbo and started out for an exciting weekend of racing and car shows. Our first stop was in Wytheville, Virginia. We arrived at 10PM and checked in to our hotel.

After a good nights rest, we fueled up and continued North up Interstate 81. By noon we made it to Harrisonburg, VA, so we decided to grab some lunch. Following a decent meal we were back on the road. Shortly after 2PM, we arrived at track. After checking in and making a wrong turn (almost driving onto the track) I finally made it to the pits and joined Jonathan. We soon found Jim Hannah, and his Matra D jet racecar. Jim, and the rest of his Matra Sport racing team were very excited to see us. It was nice to compare Jonathan's streetcar to Jim's racer. We decided to check out the track and watch some of the qualifying. We found a good spot to view the racing just past the flag stand in the middle of the 1/2 mile long straight away.



During an intermission from practicing, we decided to check out the rest of cars in the pits. It seems like Porsche dominated the field, but there were several Lotus, and a couple Ferrari. There were also lots of open-wheeled racers as well. My friend, Vaughn Rockney made the trip down from Derwood, Maryland. Vaughn had brought his Titan Mk6 Formula Ford. He had hoped to bring the A.J. Foyt, Lotus 51 Formula Ford with the Renault transmission but didn't have it ready to go in time. The Titan was running well, but he had a bad oil leak from the valve cover. After talking with Vaughn for a while, I decided to head back to watch some more practice.

As the racing winded down, Jonathan and I headed back to the Matra team pits. Everyone said, "Your friend is here!" We asked what friend? Oh the guy in the Alpine. Sure enough, Mike Deak came walking around the corner. Mike had made some modifications to his 1985 V6 Turbo,

including a Koni shock kit and some nice wheels. They really set the car off. As we were catching up, people would come by and ask what kind of cars are those? Or, I haven't seen one of those in years! Since practice had ended we decided to head out of the racetrack and on to our hotel in Pennsylvania. But before we made it out the pits a guy stopped us to get some pictures. We were looking forward to coming back on Sunday for the endurance races.

Sunday morning, I woke up early and went out to buy some food for our picnic. It was beautiful, sunny morning, and we headed down the street to get some breakfast. After breakfast we headed back down to West Virginia. As we approached the state line, I saw dark clouds ahead. I couldn't believe that we were heading into more rain. As we approached the track it began to sprinkle, and shortly after we arrived it began to rain a little harder. Marty Mckee and Ronnie Ward, in Marty's LeCar Sport, and Brent and Pam Bartley who were towing their R 10, joined us on our return trip.



After pulling into the Matra pits were soon joined by Walt Koopman. Walt owns several Matras and a A110. Unfortunately, I didn't have much of chance to speak to him, but Marty spoke to him and shared several stories. The Vaughn Rockney dropped by and asked Jonathan to unbuckle the engine cover and show everyone his mid-engine 1100 Gordini. After watching part of a race, and checking out the souvenir stands it was getting close to lunchtime. Marty and I went back out to the trucks to get the food, and bring Pam into the pits.

When we came back, we heard that Mike had just signed up for touring and was about to go out in his Alpine. So we headed back up to the observation area. It looked like Mike was enjoying himself, and his Passenger Ronnie Ward had a big smile on his face as well. Obviously, Mike didn't have much time to read the instructions, because after a couple of laps he passed the pace car. It was a unmarked white sedan, and I believe he figured out what was going on right when he passed him. I guess he just couldn't help himself, with the 1/2 mile straightaway it wasn't difficult to get the car up over 100 mph. After touring completed, the track officials gave Mike a stern lecture, but they didn't kick him off the track.





## Double Your Trouble

What happens when \$500 cars meet 500 km of California roads?

By Eddie Alterman

For a car to depreciate to \$500, it needs a special mix of liabilities. It must possess a baseline undesirability, maybe arising from some plague – exploding gas tank, flip happiness – that hobbled it, polioliike, in its infancy. Beyond that, it could be undrivable, like a parts car, or it could be drivable but very, very surly in its manner and presentation, a \$500 car is sort of like the old burnout who crashes the automotive pool party, wears out whatever begrudging welcome he may have had, and is discovered the next morning sleeping in the hot tub.

It was now time for lunch. Pam had put together a heck of a spread. As we started to eat, the sky opened up and the rains came. After eating we tried to watch some more racing but the rain just wouldn't let up. By 2PM we were quite wet, and it didn't look like there was any end in sight to the adverse weather. At this point we decided to pack it in and head for home. On the way out of the track we met up with an R5 Turbo II, it was a beautiful red one. I briefly spoke to the owner, but he was tired of the rain as well. He was interested in learning more about the club so I gave him an application and my card. Pam Bartley was able to get a picture of the car. Hopefully he will join the club in the near future.

Yet these rolling ne'er-do-wells are not totally without merit. In spite of, or maybe because of, their antisocial tendencies, they encourage a loosening of the shackles of responsibility. When you drive a burned-out crap-wagon, some of its outlaw grime wears off on you. You get behind the wheel, crack the first imaginary Old Style, light up the imaginary Doral, and preety soon you are flirting with disaster. It's exciting. Things may rupture, spin out of control, or explode in a hideous flash of blue smoke. Some people don't feel comfortable with this. For them, there are plain-wrapper family sedans with attractive leasing options. Only the true sportsman sees virtue in the automotive POS. Enter Martin Swig and Jay Lamm and the cast of the Double 500 road rally.

Marty, Ronnie and I headed back down to Virginia and started the long trek back down Interstate 81. By 5 PM, we were nearing Roanoke, and we had finally outrun the rain. An hour later we stopped for dinner, and gassed up for a long run. By 9:30PM we made it back to Knoxville, Tennessee. We stopped for fuel one more time, and head for home. I pulled into my driveway a few minutes before 10PM. All tolled we had traveled nearly 1200 miles over the weekend. I was ready for a good nights rest in my own bed. It was quite an exciting weekend, hopefully next year the weather will be more cooperative.

You may have heard of Swig. He is the uber-enthusiast behind the California Mille. Like a silver-haired Magellan, Swig is ever looking for new automotive landscapes. His adventures are not limited to high-bucks motor-ing, even if he has been accused of this by his Journalist



# Double Your Trouble

friend Jay Lamm. Lamm complained that Swig traded only in classic '50s machinery and that the dirty-fingernailed set of which he is a member could not afford a car suitable to run a Swig event. Swig's riposte to Lamm was the Double 500. Unlike the Indy 500 or even the Daytona 500, the Double 500 requires no great expenditure of cash. Neither is the event strictly a competition. It is basically a herniated struggle between man and machine. Run for the first time last year, the Double 500 pitted a \$500 car against 500 miles of tortuous Northern California roads. For this year's event, the rally was shortened to 500 km (311 miles) so that the cars wouldn't have to run at night.

The Rally happens on the last Saturday in June and departs at 6:00 AM from the Denny's in Corte Madera, California. There are no entry forms, no fees. Just show up at breakfast with your nitro-burning turd, and your in.

At this point, you might ask, what car did the Automobile Magazine team choose for this event. Two Words: Le Car. Our Renault LeCar, or 5 as it was known in mother France and here initially, was bought for \$500 on eBay for its blend of sun-beaten photogenaiety and full-length sunroof. We were planning on giving it to charity at the rally's end, but after seeing it in the metal, we decided that such a move would run counter to the spirit of giving. Yet our car held out a few causes for hope. First, its outsized thirteen-inch wheels and sport steering wheel identified it as the hot-rod deluxe version. Although it was crusty, rusty, and dusty, all the essentials were in working order, and it fired right up. With some faith, it might take us 500 clicks to the rally's end.

We all met up for the dung fight, appropriately at Denny's. If Hell had a restaurant, it would be a Denny's. From our table, we watched as the entrants rolled into the lot. Martin Swig, one booth over, was strangely taciturn. He had been bragging over the previous night's dinner about how is 1976 Cadillac Coupe DeVille would kick our Gitantes-smoking butts and how we French, historically prone to surrender, would be flying the white flag the moment we caught a glimpse of his majestic American steed. Alas, there was no Swig Cadillac at breakfast, as it wouldn't start. But there was enough flotsam washing up on the parking lot to keep our jaws a-droppin'. An odious MGB GT, a Plymouth Scamp who scamping days were well behind it. A crumbling Rambler American. A garage owner's wet dream of a



Citroën ID19, a very nice Buick Electra, actually. AMC after AMC after AMC, until our Denny's looked like the twice-weekly meeting spot for a Hornets owners' support group.

The last to arrive was event instigator Jay Lamm. When his maroon Porsche 928s bucked into view, many rallyists seethed into their Grand Slams. A few were mildly amused that a 155-mph-limited car could wedge itself into the rules, but no one asked Lamm to vouch for the price, afraid that he'd whisk us back to the crack house where he'd bought it for an in-your-face testimonial from its previous owner. It quickly became clear that the entrants were of two philosophies. The purists (us) bought a car for \$500 and hoped that it would take them to the promised land. The corrupt (everyone else) found sellers with \$1500 cars and ground them down until they begged for mercy and \$500. In response to the BMW 535i entered in the event. One of our team members Jordan said, "That guy created a \$500 car by taking his BMW and running it through an auction."

We piled into our rustbuckets, Swig gave us a route briefing to which we didn't listen, and we were off. From the wheel, our LeCar was deafening. Its exhaust pipe had rusted through directly under the driver's seat. Not only did this make the cinq, with its 51-hp, 1.4 litre four cylinder engine sound like a B-24 Liberator, but it also piped noxious fumes into the cabin via the sunroof in the dashboard. After getting used to the car's defects we hustled up through Bodega Bay, where Hitchcock filmed *The Birds*. The sky was an azure so flat and clear





that you could count the feathers on the raptors whirling overhead. Every couple of miles or so, a vista would open up to reveal the surf breaking on boulders. California's cliffs were in technicolor-garnet bloom, and its air reeked of kelp.

We stopped for coffee, and I walked over to Rory Rinebold, owner of the '63 Rambler American I had been chasing, to compliment him on his death-wish driving style. He said he had driven his heap up from LA, where he also keeps a Renault Dauphine. "My Dauphine has a Volvo engine and a VW tranny. I call it Whoredini." Lamm's 928 rolled up in distress, and arterial spray of fluid behind it. It had blown a cooling line to the transmission putting the Porsche out of the Double for good. The DNF also put Lamm in a confessional mood. "It really did cost me \$500," he pleaded. "My friend bought it back from his insurance company. He had it sitting in his yard for two years. His wife hated it, obviously. I approached him at a party within earshot of his wife. She 'encouraged' him to sell it to me for this event."

Meanwhile, team member Shane, had liberated a piece of pipe from a nearby junkyard, and we cut it to fit the LeCar's missing exhaust section. "I happened to have a hacksaw, as it turns out," he explained. Back on the road the Renault got a bit quieter. One benefit of the

previously ripping exhaust subdued, the car sounded like a mice-filled hayloft in a windstorm. We continued on with these new sounds for the rest of the afternoon.

As the light was turning soft and dusk approached, we heard over the walkie-talkies that everyone was still in the rally. Only Swig and Lamm, the event organizers, were out. We were on Highway 1 now, over on the 101 four-lane southbound, and nothing bad had happened yet. It felt as if our luck was running out. Sometimes, though, when grave danger looms, your thoughts turn as still and clear as a reflecting pool. I pulled in the left lane on the 101 and squeezed the throttle to the floor. Toyotas and Hondas slowly receded in my rear-view mirror. Over the walkie-talkies the other members of our team paced the LeCar at 75, then 80, then 85, 87, until, finally, the little crap-filled croissant hit an honest-to-goodness 90mph on a downhill stretch. I sort of just held it there and gave the old dog its day.

This article was originally published in the October, 2001 issue of *Automobile Magazine*. I edited it from its original form due to the length of the article. The photos were taken by Scott Dahlquist





# Renault Trucks

## Vans and Pick-ups

By Marvin McFalls

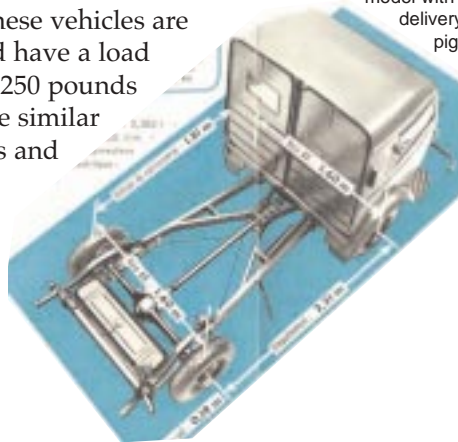
While most people know that Renault makes cars, many do not know that they also have made trucks since 1903. While over the years their heavy truck division has seen many changes including mergers, buyouts, and partnerships with other truck building companies from all over the world. While, Renault has continued to build light duty vehicles such as delivery vans and pick-ups on their own. I will be discussing these vehicles generally built from the



The earliest and largest of these vehicles was called the La Camionnette. There were two main versions: the Rapide and the Spacieuse. The Rapide or Rapid became a very popular name for Renault delivery vans and has been used on many other light duty vehicles over the years. The La Camionnette featured many different styles including: several delivery vans, windowed vans, pick-ups, flatbeds, and livestock bodies. Being a true 1000kg vehicle it featured a commercial size engine of 2383cc, the motor was placed in front of the transmission in the front of the vehicle. *(Story continues page 17)*

Images: Top, "Camionette" 1000 Kg van. Far left, 1400 Kg flatbed with canopy. Below, clockwise from noon; bare chassis, dashboard, cab seating, display window model with Plexiglass windows, 13-seat minibus, flatbed for milk delivery, livestock transport with a small side door for sheep and pigs. Below center- Hi Boy furniture van. All images from Renault Publicity.

Post-War era to the present in this article. These vehicles are generally used as urban delivery vehicles and have a load capacity of 600 to 1000 kilograms or 1350 to 2250 pounds depending on the model. These capacities are similar to that of the half ton and one-ton light trucks and vans here in the US. However as you will notice most of these vehicles are much smaller and have much less horsepower than their American counterparts.



# Renault Trucks Photo Section



Images: Left column top to bottom, Estafette cutaway, "Alouette" and "Microcar" 8-passenger minibus with windows, pickup with canopy, four examples of Renault truck clients. Right column top to bottom, an unlikely load of pipes for the 1108cc, 45 bhp Estafette pickup, panel van and high-roof van as sold in the USA as "Petit-Panel" and "Hi-Boy." Four more sets of Renault customers. Center above, Estafette in the native habitat. Below, plain chassis for the many custom coachbuilders who used the model. Bottom, Alouette Caravan, camper version. All: Renault Publicity.



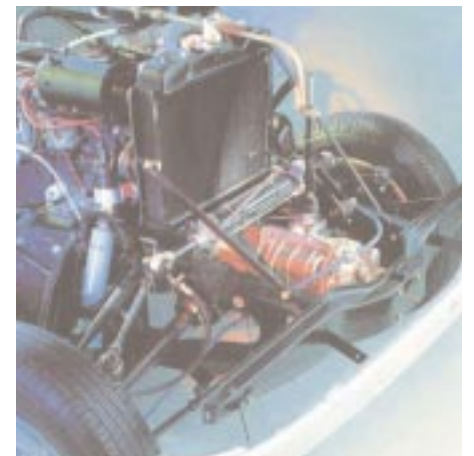




Photos: above left, R4 Fourgonette from Car Graphic Magazine, September, 1980. Above right: Fourgonette in Toronto, ONT, Canada, 1986, from Bibliopticus Alanskii. Left: Cutaway view from Renault Publicity. Right, one example of what can be carried in the Fourgonette, from Renault.



Photos: Left; Juan's Fourgonette with trailer in México. Right, completely flat floor in rear, from Renault Publicity. Below left and center, R4 Fourgonette from Car Graphic Magazine, 9/80. This model has a rear bench seat and sliding side windows. Bottom left, R4 dash from Car Graphic. Bottom center and right, images from Renault Publicity.







Photos at left, top to bottom: Traffic camper in Scotland, 1995. Photos from A. Meyer. Middle-Next generation Traffic from April, 2000, including dash and hgi-roof van from Renault Publicity.



Photo above right: Master panel van long wheelbase in the UK in 1995. Below right, same van from rear, from A. Meyer. Photo below center, Master driver's area from 12/99, Renault Publicity.



Bottom left: Modus show vehicle which inspired the current Traffic.

Photo above right, Master minibus from 12/99. Right, Master high-roof panel van, 1999. Images from Renault Publicity.





Above: Super5 Extra panel van based on replacement for Renault R5. Different front grille and fenders from hatchback model. From "Renault 5" by David Sparrow. Below, Kangoo with seats and windows.



Above: Michael Harper-Smith's Camionette, photo from A. Meyer. Below: New Trafic for 2002, inspired by the Modus show vehicle; side view of 2002 Trafic.



Above left: Kangoo Rapid panel van with extended rear. Above right: Kangoo dash. Lower left, Kangoo Rapid comes with either a single hatch door or two side-hinged doors. Below, Kangoo with twin sunroofs. Images from Renault Publicity.



Photos above right, 2002Trafic dash area, rear view. Images from Renault Publicity.



Now I will mention what is probably the most well know Renault truck in the US. The Estafette was brought to the US in the sixties in limited numbers, and featured a Dauphine style drive train, but unlike the Dauphine or it main competitor in Europe the Volkswagen Transporter or "Bus", its engine was in the front of the vehicle. But not like Renault other front wheel drive vehicle of the sixties with the transmission in front of the motor, but rather with Motor in front of the transmission. The Estafette platform came with many different versions including a van, high top van, pick-up, alouette, and microcar. The alouette and microcar versions were the most common in the US. These vans were conversion vans with removable seats for transporting passengers or cargo. The microcar features ten additional windows along the roof, similar to the 21 window VW Bus. However in Europe there were many more options including special bodies for camping, hauling livestock, furniture, and about anything else you could think of. Over the years they upgraded the Estafettes drive train to a more powerful 1108cc from the R-8. Renault continued to mass-produce the Estafette throughout the seventies and was finally phased out in the eighties.

The next vehicle may be even more famous than the Estafette, it is the R-4L or better known as the R-4 Truckette. This is the lightest of the light duty vehicles. It was built on the R-4 car platform. And featured a Dauphine style engine, but unlike the Estafette the transmission is in front of the motor. The Truckette is quite similar to the regular R-4 from the front doors forward. However going back the Truckette features a van body while the car has two additional doors and a hatchback. Over the thirty-year run of the R-4 from 1961-91 very few changes were made. However an optional 1100cc engine was made available, but it was still not uncommon to see a 30 horsepower version still being produced in the mid-eighties. Obviously it wasn't very fast, but it was very maneuverable and easy to park on busy city streets.



Estafette photos: above left- entire drivetrain can be rolled out on the wheels. Estafette custom supplied bodies Above right: open microbus with wicker seats. Clockwise from below left: mobile grocer's van; furniture van; travelling showcase; alternate version of livestock van; exhibition van; "Highline" van with double side-hinged doors.

Above: florist's van. Below: Livestock van; bottom: large capacity canvas-side van.





# Renault Trucks

In the early eighties Renault introduced a brand new cargo van, know as the Trafic. This van would also become known in the US under the Winnebago brand. Renault developed a wide-bodied Trafic to be used by Winnebago as it latest and smallest "Mini Winnie". The Le Sharo featured either a 2.1 litre diesel or a 2.2 litre gas engine. The diesel version featured a four speed manual transmission and the gas version had a three-speed automatic similar to the transmission used in many Renault cars including Alliance, Sportwagon, and Medallion. The diesel motor was soon replaced by a turbo diesel, which improved the power of the vehicle, but unfortunately the gas version never received a manual transmission or a improved automatic. So after many complaints from customers Winnebago took their name off the Trafic motor home. But they quickly came out with a new version of the Trafic with the less known Itasca brand name. It was sold here until the early nineties when Winnebago discontinued it after many complaints about the automatic transmission. Back in Europe however the Trafic is still going today. It is like an old workhorse you just don't want to get rid of, and it doesn't appear that Renault will discontinue it any time soon.

Later in the eighties Renault developed the Master. Which is similar in size to the Traffic but it has much more sleek lines. While it is basically square it isn't nearly as boxy



Above: Four versions of the R4 Fourgonette. Below: R4 assembly line.



as the Trafic. The Master also feature diesel, turbo diesel, and gas engines. But unlike the Trafic they also feature flatbed, dump-bed and even 9 and 16 passenger buses, similar to the ones used by schools and Churches here. However the new Master buses have bucket style seats for every passenger, unlike the uncomfortable bench type seats in most US vans. The Master is still in production today.

Finally, I want to discuss the Renault Newest light duty vehicle the Kangoo. The Kangoo is sort of a modern day R-4 featuring both a passenger version and the Rapid. They both feature a wide variety of engines both gas and diesel. Both the regular Kangoo and the Rapid feature a sliding side door similar to a mini-van. However the Standard Kangoo features a hatch back, and the Rapid two hinged rear doors, but since it is just a matter of taste Renault offers optional hatchback on the Rapid and hinged doors on the standard Kangoo. They also offer all the conveniences of a modern car including power windows, anti-lock brakes, and climate control. Needless to say vans and pick-ups have come a long way in France just like they have here.

I want to thank Allan Meyer, Francisco Miranda, and Rainer Hubner for providing me with original brochures, ads, and photos to help make this article possible. I look forward to putting together a similar article on heavy-duty trucks in the future when I can get some more information on them.

Below: a squadron of Renault police vehicles. The 4 CV has open sides.



## Dinalpin (Alpine) A110L GT4

Text and Photos By Francisco Miranda

Back in 1998 I was looking for an Alpine Berlinette A110, when I found this GT4. This car is not as popular as the Berlinette, but I found it perfect for our personal needs, as we have two daughters and we could all ride together. I asked my good friends Miguel Cacheux and Alberto Pedroza to help me check the car, as it had been in storage for more than two years. They gave me their OK and so we bought it. I drove it for no more than 20 feet and the engine stopped running. The seller gave me an empty fuel tank, so we got the car to a gas station and checked for all fluids and they all were low. After this experience, I drove the car to Alberto's garage and I decided a major overhaul should be done in order to have the car 100% reliable. Since then, the car has gone through a complete restoration and it is now almost ready, except for minor details.

It is a 1972 model manufactured by Renault de México. It has a 1300 cc Sierra type engine with a Weber 32 DIR downdraught twin barrel carburettor. Front suspension: independent, wishbone, rubber elements, coil,



springs, anti-roll bar, telescopic dampers; Rear suspension: independent, swinging semi-axes, trailing radius arms, coil springs, 4 telescopic dampers. It has mostly the same mechanical elements as the A110 Berlinette. Not many GT4's were built worldwide, so I have had a lot of trouble finding parts and literature. It seems not even a service/ parts manual was ever printed and not many cars survive over here either.

I've been told that less than 200 cars were built in total worldwide, and no more than 80 of those were made here in México. I have relied on three or four owners of GT4s and an article from Gazoline Magazine for information. In the restoration process, brakes and electrical system were checked and replaced as needed. The upholstery was changed as the original had been removed, so the original design was looked after and fitted. The parts missing, like the logo letters, generator, regulator, or parking lamps were traced down and fitted when possible.





# Dinalpin A110L GT4

Some parts were found and some are still on the lookout list. New windshields were found and exchanged. Jorge Escobedo, which by the way owns a "racing" GT4, made the Plexiglas's covers for the headlamps, with many difficulties as he explained to us, because of the double curves it has, making the mould difficult to remove without breaking the new part. The paint job has taken a long time to complete, as the fibreglass body needed additional treatment, so after the first layer was applied it had to be sanded, therefore a new layer of paint was needed. And now some bubbles had begun to appear and soon it will certainly need attention. An electric fan was fitted as we were experiencing engine overheating and so far it seems it helps to reduce the temperature.

The mechanical job had been done at Heckler's, by Jose Luis Guaguaro with Alberto Pedroza supervising originality; Additional mechanics and fine tuning was done by Tomas Marin and others by Braulio Corona; Paint job by Octavio Sevilla; Parts and replacements were mostly supplied by Sergio Nicolai. We appreciate the knowledge of this and other friends (a long list to mention) whose valuable input has made us finish our very nice Dinalpin GT4.

If you wish to send any comments or if you have some information, please feel free to contact us at [estudio19@hotmail.com](mailto:estudio19@hotmail.com)  
It will certainly be appreciated.



## A Few Stops on Vacation

By Marvin McFalls

Back in July I took a tour of Eastern United States. I made many stops including: Boston, New York, Washington D.C., and Baltimore. While I saw many family members and friends, I also had a few interesting stops that car buffs might be interested in. After two long days of driving I reached Boston. Following a good nights rest my aunt and uncle took me to the Museum of Transportation. The museum is located in Brookline, Mass in Lars Anderson Park. This is a very unique place. Besides being America's first Car Museum, it is situated on a 64-acre estate, which is quite unusual in dense urban area like Boston. The museum itself is inside a 19<sup>th</sup> century French-style Castle. This had been the Anderson Family's summer home.

On the day we went they were having a lawn event. Every summer they have about a dozen of these featuring different makes of Automobiles. The Triumph was the car being featured. There were about thirty different Triumphs Automobiles and couple of motorcycles. They had all models pretty well represented from the TR2 – TR8 and even several of the dreaded Spitfires. After checking out the British cars, we headed inside the museum. As we entered the museum the first thing to catch my eye was a Gull wing Mercedes. It turned out that they had a post-war Mercedes exhibit which also feature a couple convertibles and a Limo. In the back of the museum they featured an exhibit of carriages and early-motorized vehicle. Next we stopped by the gift shop to pick up a t-shirt for my friend Marty. Then we took one last look at the Triumphs and a Mini Woody displayed off to the side, as we left the Anderson Park.





A few days later, as I was coming back from a day trip to New Hampshire, I met new club member Bill Branch for dinner. He told me that one of his suppliers had given him a gift certificate to a nice restaurant and he hadn't had a chance to use it. He gave me directions and I met him at the Capital Grille. Which I didn't think anything of until I pulled into the parking lot and saw they had valet parking. I was real worried that I wouldn't even be able to get into the restaurant because I was wearing shorts. It turned out they didn't have a dress code and Bill pulled up a few minutes later. Bill's Fuego was in the shop so he drove his Peugeot 405. After enjoying a fabulous meal, we went out to the parking lot and I showed him the photos from Carlisle and Summit Point event and he showed me his pictures from the Citroën meet at Northfield, Mass. It was starting to get late and Bill had a long ride home. He commutes from New Hampshire to Boston everyday, so we said good-bye and I thanked him for about the tenth time for the awesome meal.



minute later they released the clamps and we were on our way. I have ridden on several ferries in my life, but I hadn't ever taken my vehicle with me. It was quite an interesting experience. By Noon, we reached Port Jefferson, Long Island and I was back on the road.

After about a forty-five minute ride, I reached West Babylon, NY. I couldn't pass up the opportunity to see club

Vice-President Jesse Patton. After getting acquainted, this was the first time we had ever met face to face; we went out for some lunch in Jesse's Alliance Convertible. After lunch we went to Jesse's garage where he had a lot of old Dauphine parts as well as a 56 Chevy, Morris Minor, and an Austin Convertible. Jesse had gotten rid of his Dauphine a few years ago, and didn't need all his spare parts any longer. Since I am trying to put together a Dauphine, it seemed like a good opportunity. I traded Jesse some Alliance parts for some NOS and used Dauphine parts. After cleaning up, Jesse took me out to dinner at the world famous "Nathan's". Nathan's has been one of the attractions at Coney Island for nearly a century, and feature arguably the best hot dogs in the world. After dinner we went for a ride and Jesse picked up his now famous tickets then we went back to Jesse's place and talked for a few hours and called it an evening

It was now time to leave New England. The next stop on my trip was Long Island, NY. Well, if you have ever traveled from Boston to Long Island you know that you have drive thru the Bronx and Queens. I have driven thru New York in the past and I wouldn't advise this even in the middle of the night, let alone around lunchtime. So instead of dealing with all the traffic and headaches, I decided to take the Ferry across the Long Island Sound. I left Boston at 8 AM, and arrived at Bridgeport, Connecticut just after 10:30. I loaded my Jeep onto the Ferry and about a



The next morning Jesse left early and took his car to the shop to work on his A/C problems, I left a few hours later and continued working my way back south. I stopped in Baltimore for a few days to see some friends and then headed for home. I finally made it back to Tennessee after traveling more than 2300 miles. It had been quite a trip, but I was

really tired and could have used a real vacation right then. Oh well, maybe later this year.



# 1958 Renault 4CV Sedan

## The French love their "butter"

By BROOKS T. BRIERLEY

The prototype was designed and built in secret during the early days of World War II, but the 4CV was not formally introduced until the October 1946 Paris motor show. It went on to have a long production life, from 1947 to 1961, with some 1.1 million units produced.

The 4CV (CV being the French abbreviation for cheval-vapeur, or horse-power) has modest specifications. There was only one four-passenger model, a four-door sedan (which could be equipped with a sliding roof). It weighed only 1250 pounds, with a 141-inch length (83-inch wheelbase) and a 57-inch height. The inline four-cylinder 747-cc engine, located in the rear, produced 19 hp (upped to 28 in later models). The car had a three-speed transmission, rack-and-pinion steering, four-wheel independent suspension, a six-volt electrical system and Lockheed hydraulic brakes.

Gasoline economy was impressive, in the 45- to 50-mpg range. The car could accelerate to 30 mph in eight seconds and reach a top speed of about 60 mph. It originally sold for \$1,135 (when Ford prices began at \$1,154). The sliding roof was an extra \$75.

One of the most interesting features of the first 4CVs was their yellow color. Postwar material shortages found the Renault factory using captured German Afrika Korps paint to finish the first models. That gave these cars a series of nicknames such as "Little Pats of Butter."

The 4CV was both a commercial and technical success. It demonstrated remarkable performance in winning the 1949 Monte Carlo Rally and being first in its category at Le Mans in 1950. It came to the United States in 1948 with some fanfare. Renault dared not call it the 4CV here, though; no one wanted a car with 4 horsepower (even



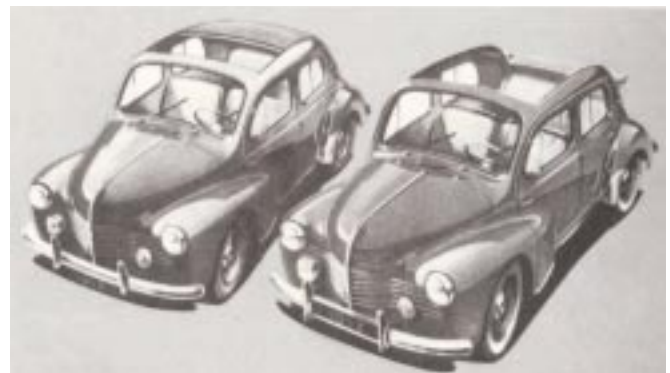
Jacques Lynn's 4CV

if that was only its French tax rating). It was sold here without any model designation and simply called the Renault. Soon there was a factory branch on Manhattan's Park Avenue overseeing more than 200 dealers scattered across the country. As late as 1959, 15,000 4CVs were sold in the United States, even as the car was being eclipsed by the popularity of Renault's newer Dauphine model.

American car magazines gave the 4CV rave reviews. In 1949 Tom McCahill began some tests after a snowfall. The Ford used for *Mechanix Illustrated's* equipment could not navigate the snow; that required using the Renault's superb traction. McCahill's review admitted he was too large physically to enjoy the 4CV, but went on to laud its performance and driveability. Superlative descriptions were seen in *Road & Track* six years later, when the more powerful, 28-hp version of the 4CV won its class at the 1955 Sebring competition.

Photos: left column top- 1941-42 4CV prototype; middle, rear of prototype; lower 4CV introductory publicity showing the famous yellow color in 1947.

Photos below: sliding sunroof and full sunroof models; bottom, 4CV engine bay and dash. Images from Renault Publicity.





About 200 4CVs remain in the United States. This 1958 sedan (above) is one of the newest, a daily driver in Southern California. Owner Jacques Lynn of the Renault Owners Club of North America keeps it looking like new. He and the car are seen regularly when the club gets together. (This year marks its 10th anniversary.)

Lynn has updated the engine and transmission with newer Renault parts for modern driving (he's in the parts business and did the work himself). A larger, 1400-cc Alliance fuel-injected engine was added with an R10 transmission and transaxle, moving the radiator up front in the process. "The results are pleasing. It is a freeway car now," Lynn says, adding that the car's light weight makes it vulnerable to crosswinds at high speeds.

Renault has not forgotten the success of the 4CV. In the mid 1990s it built a retro-styled model called "Fiftie." Stuffed with 4CV cues, the Fiftie had two doors (as did the 1945 prototype), a vertical front end with horizontal chrome strips and the curved rear deck. The car was also painted yellow. It is still displayed at car shows in Europe but has not been put into production.

This article originally appeared in the July 16<sup>th</sup> issue of *Autoweek Magazine*.



This page, top, "Fiftie" show car. Below, 4CV parked in front of Lord & Taylor in New York. Right, Fiftie show car. Photos from Renault publicity.



Renault News Issue 62

## Jesse's Corner

By Jesse Patton  
**They keep turning up**

Around mid-June I got a call from our editor Marvin McFalls with an interesting proposition. Someone was auctioning off some old wire wheel hubcaps with the Renault insignia embossed upon them. He was willing to bid \$40 on the complete set of four for me, and sight unseen I told him to go ahead. It turned out the seller was our own club member Clayton Hoover. Clayton took the bid of \$40 and they arrived about a week later.

I had thought that these caps were possibly after-market, but to my surprise they were actually and accessory item sold by AMC-Renault Dealerships. They are not in the factory parts catalog, nor in any accessory brochure I have ever perused from Renault. Manufactured by NI Industries in Duffield, Virginia they were ordered by Jim Dewar Olds-AMC Jeep in Johnstown, Pennsylvania to be sold as accessories, back in 1985.

Clayton Hoover had picked up two sets awhile back and putting both sets online. He sold them quickly. Will wonders never cease?

## Notations from Long Island

I recently had a brief overnight visit from our Editor, Marvin McFalls who was heading back south from Boston, Massachusetts. He got a taste of how our Police Department effectively and efficiently controls our Babylon Village and Marina by handing out tickets/ summons to those who break the law – namely myself. By not fully stopping at a STOP sign and having a Sons of Confederate Veterans license plate at the front of my Renault instead of the New York plate. (First time in five years I was ever stopped for that) I am sure that I will pay for these offenses on August 28<sup>th</sup> at the Babylon Village Court. All of this brought back old memories, as the police haven't stopped me in more than twenty years. And as Marvin rightly reminded me, I wasn't wearing a seat belt either. Guess I got lucky on that one.



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## A/C and Transmission repairs

By Jesse Patton

The last time you heard from me, I was going on about my air conditioning situation in the Alliance. Getting back to the problem I installed a new thermostat probe and an expansion valve in the A/C system. I still had warm air coming from the vents on the dash with the A/C button engaged and down below on heat. This with the system fully charged with R134a refrigerant. All of the components were doing their job, after eyeing the climate control I began to expect one of those hidden problems, like a broken air mode cable that controls the door which opens and closes with the flick of the console switch. After removing the center console which includes the radio and floor shift, I came face to face with a working and intact cable with loops on either end, but with a broken male plastic shaft that engages the cable loop located on the heater door, also conveniently made of plastic! Well, What to do? Remove the entire dash and heater and install another heater and door with male shaft intact. We decided this wasn't the way to go so instead we cut off the existing stub of the shaft, then drilled a hole through it. Then we drilled a hole through it and with a nut and bolt (both small) engaged the cable loop through it. An interesting experience, but brother do I hate plastic, but my cold air is now back.

The other item of interest was the replacement of the speed sensor down below. It is a part of the transmission computer and its line runs from the MB3 transmission to the transmission computer. It resembles a right angle spark plug wire rubber. They normally go bad by hanging up your car in first gear when hot. While cold it would shift the vehicle normally, in this case a three speed automatic. What troubled me was that while coming up to temperature, the car would

Photos right: This is the splicing device used on replacement speed sensor kit. Far right: bad speed sensor cable on right, new one on left.

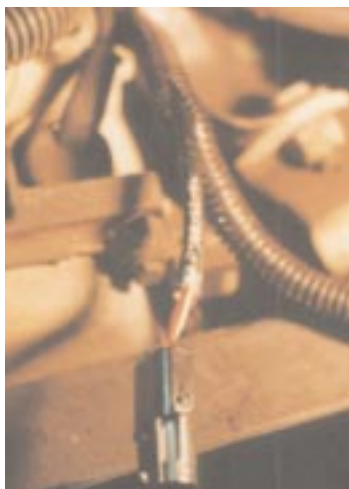
Photos below: Left- the a/c system's heater door cable under dash. Middle- a/c heater door cable handle broken off (plastic) Right- heater door cable repaired.

stay in third gear for about a minute and then when hot it would then stay in first gear mode. Strange! When stuck in third gear at all speeds this signifies a wiring problem on the computer itself going bad. Luckily the speed sensor was at fault and a \$60 kit, which is no longer available at the local dealership, did the trick. Simply cutting the sensor wire and connecting on the sensor head fixed the problem. By the way, there were some four of these kits still around at various dealership and still for sale if needed.

I still had one surprise left in store for me. On the day I was at Jerry Vella's, *Dealer Solution* (An old friend of mine who specializes in Renault troubleshooting and repair in Farmingdale, NY) to have

(Right) Mike Vella changing the expansion valve on driver's side firewall. It wasn't the problem.

Next page Top: Window base bar is welded. Below: Jerry Vella with son Mike of Dealer's Solution in Farmingdale, NY- Renault specialists. Look for their ad in Renault Marketplace.





my A/C fixed. I found that my driver's side window (electric) wouldn't go down or come up, jammed solid. So we pulled off the door panel and lo and behold the base bar holding the door window is cracked through, and catching on the door's inner sheet metal. Welding that bar was easy enough, but along with the window removal came the window channel which after 16 years of hard service was tattered on either end and in the middle section of it wasn't any good either. The rubber caps on top of the convertible windows just about fell apart. They screw in normally but the screws seemed to be long gone or missing. Needless to say, we found hard rubber blocks and after splitting them for the window to raise into. We formed it into what resembled the last block there. Incidentally, if anyone out there has any dealer replacements please contact me and I will buy them from you.

I am also looking to replace the Garnet (95V) vinyl seat cushions and backs (front seats) for my convertible. If there already mounted on the seat frame, that's alright as well. Just contact me and we will parlay. If anyone is looking for beige convertible vinyl seats in v.g. condition. There is a chap living near me who has a front pair for \$100.00 for an Alliance ragtop. You can contact me for details.



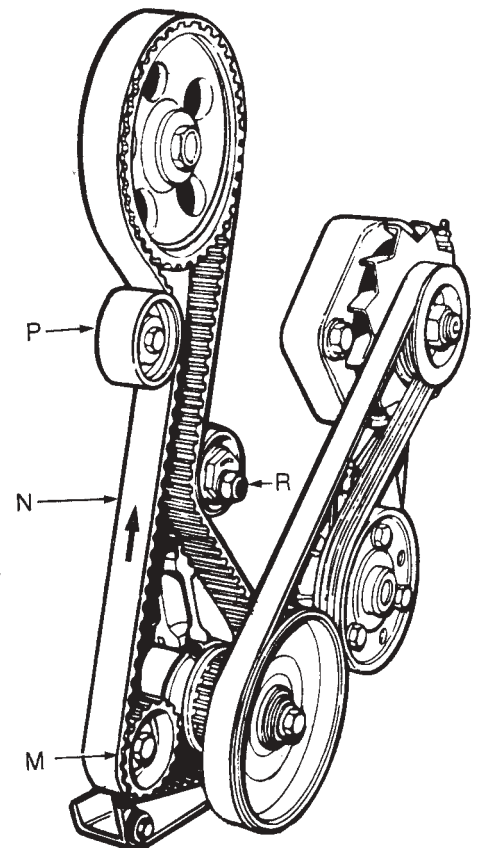
## Tech Session Timing belt and idler replacement

By Sam Stuckey

Timing belt replacement can be very crucial depending if your car Overhead Cam engine is "interference" or "free-running". If it is free-running you will just need to replace the belt. However if it is interference an open valve may and probably will be struck by a moving piston. This can result in serious damage and expensive repairs. Most import car manufactures including: Audi, BMW, Hyundai, Infiniti, Isuzu, Kia, Mazda, Mitsubishi, Nissan, Porsche, Suzuki, Toyota, Volkswagen, and Volvo all use various interference engines, and so does Renault. Both 1.7/2.0 litre engine in the Alliance/GTA and the 2.2 litre engine used in the Fuego, Sportwagon, Medallion, and Le Sharo are interference engine.

Renault recommends you replace the Alliance engine belts every 30,000 miles, however from personal knowledge I tend to change them closer to 25,000. I also recommend if you buy a Alliance and the owner can't tell you when the belt was last changed, change it before you even drive it home. As for the 2.2 litre engine it is recommend that you change that belt every 65,000 miles. This is quite common it seems that different manufacturers have different recommendations as to when you should replace the belt. I have seen some engines go more than 150,000 miles before the belt broke and others barely make 20,000 miles. A leading belt manufacturer recommends that you replace your timing belt every 60,000. So if you can't remember the last time you had your timing belt replaced now is probably a good time to replace it.

When you are replacing your timing belt it is always a good idea to check your idlers to see if they are turning freely. As they get old they can start to drag and occasionally even lock up causing similar problems as if the timing belt had broke. Renault has rectified this problem with the 1.7 litre engine. They now offer a kit that includes both idlers



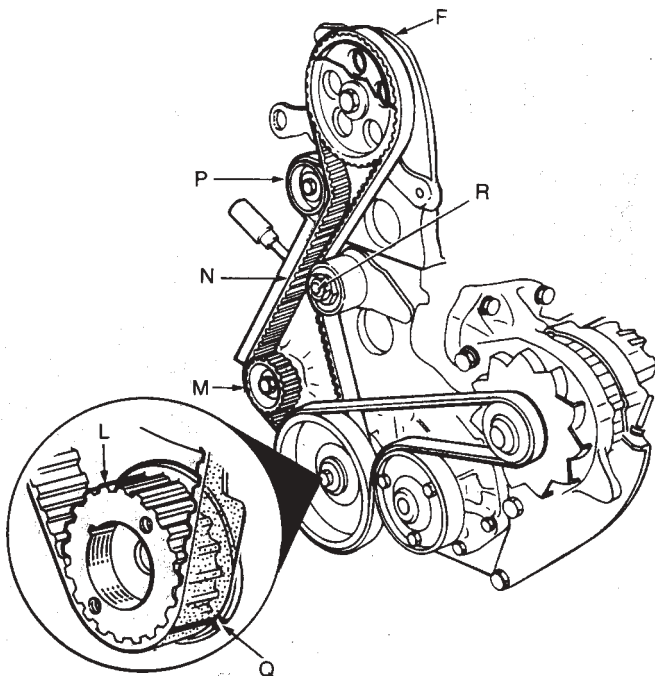
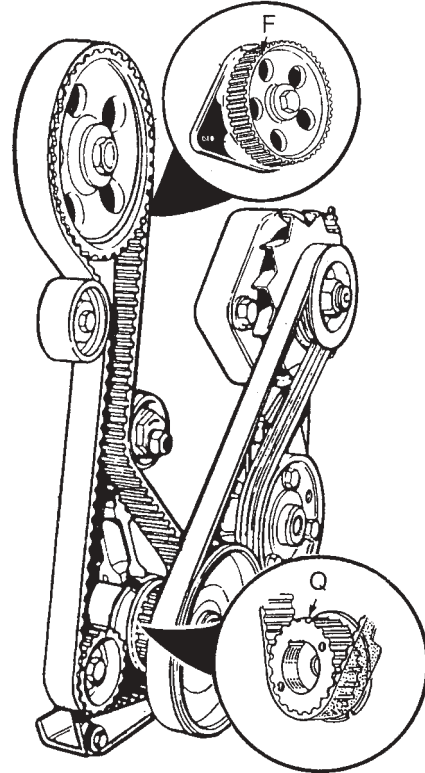


and a new timing belt. These timing component kits are becoming real popular, as I have seen that NAPA is carrying a similar kit for many cars built today. So if you replace your idlers along with your timing belt you shouldn't be bending any valve any time soon.

I have also inquired about a similar kit for the 2.0 litre GTA, but Renault doesn't offer one, nor do they ever sell individual idlers any longer. The good news is you can use the idlers from a 1.7 litre on your GTA. The only change is that the lower idler or tensioner on the 1.7 is the upper idler on the 2.0 engine and the upper idler on an Alliance is the lower on a GTA. Unfortunately the repair manual only shows a picture of the 1.7 litre engine. However, **you CAN NOT use the timing belt from the Alliance 1.7 litre kit, it is too short and will stretch and break only after a few thousand miles.** I had a customer make this mistake and for his

trouble received a quite expensive repair bill. So I repeat change your timing belts and idlers regularly and you can avoid unneeded repairs.

I want to thank Jesse Patton for all the information about timing belts and interference engines for other makes of cars used in this story.





# RENAULT

1969-70 R-16 (R.1150, -51, -53)

## TUNE-UP AND WHEEL ALIGNMENT

RTIC-3

### CYLINDER NUMBERING SEQUENCE



### TIMING MARK

RTIC-3



FIRING ORDER: 1 3 4 2

### ENGINE IDENTIFICATION

Code Location: Prefix stamped on metal plate on upper right front side of engine block.

Engine Code	Engine	Horsepower
697-01	4 1470 1V	63
807-01	4 1565 2V	87.5
821-01	4 1565 2V	71

### BATTERY

Negative ground

R-16	AABM Group No.	Ampere Hours
	22NF*	40

\* Straighten hold-down rod to increase distance between angle pieces by 1/4". Do not bend angle pieces.

### COMPRESSION PRESSURE

(at cranking speed, engine warm, throttle open)

R-16	psi	Maximum Variation psi
	100-170	20

### FUEL SYSTEM

#### FUEL PUMP

S.E.V.  
Pressure: 2 1/2 lb.  
Volume: —

#### CARBURETOR ADJUSTMENT

Solex, Weber  
1V, 2V  
Idle Mixture (initial turns) 2

#### ENGINE IDLE SPEED

	Man. Trans.	Auto. Shifting Trans.
1150	650-700	—
1151	650	—
1153	—	600 (position "A")

### IGNITION SYSTEM

#### SPARK PLUGS

Model	AC	Autolite	Marchal
1150	45XL	AG32	—
1151	44XL	—	35HS
1153	44XL	—	—

Gap: .025"-.028"

Torque: 10-15 ft. lb.

#### IGNITION POINTS

Ducellier	Gap (inches)	Dwell (degrees)	Max. Dwell Variation (degrees @ rpm)	Spring Tension (ounces)
R-16	.016-.020	56	—	15-19

#### CONDENSER

Ducellier Capacity: .23 mfd

#### COIL

Ducellier	Current Draw (amperes)
Engine stopped, points closed	—
Engine idling	—

### TIMING PROCEDURE

1. Connect 12-volt test lamp to distributor primary terminal and to ground.
2. Bring number 1 piston (nearest front of car) to correct position, as indicated by notch in flywheel being aligned with correct mark on clutch housing. Models with automatic shifting transmission require 6° ± 1° BTDC and this setting must be carefully estimated, using the existing 5° BTDC mark.
3. Turn distributor housing until points just open, as indicated by test lamp.
4. Final movement of distributor housing must be in counterclockwise direction to eliminate backlash.
5. Tighten distributor clamp screw and rotate flywheel two complete turns to recheck accuracy of setting.

### TIMING SETTING

(Before Top Dead Center unless otherwise specified)

Engine	TDC
Man. Trans.	—
Auto. Shifting Trans.	6° ± 1°

### CHARGING SYSTEM

#### BELT TENSION

A belt in operation for 10 minutes is considered a used belt. Apply pressure midway between longest length of belt. Measurements are in fractions of an inch.

Used and new	Alternator	Water Pump
1150, -53	3/32-3/16	3/32-3/16
1151	13/64-3/16	3/32-7/32

#### ALTERNATOR

S.E.V.	Output (amperes @ 3000 rpm)	Field Current Draw (amperes @ 13.2 V)
	30	3.0

#### REGULATOR

S.E.V.	Voltage Limiter Setting (volts)
	77
Ambient Air Temperature °F	14.4

Field Relay Closing (volts) —

### VALVE CLEARANCES

(engine cold, not running)  
intake .008"; exhaust .010"

### WHEEL ALIGNMENT

	Caster † (degrees)	Camber (degrees)	Toe-In † (inches)	Toe-Out on Turns (degrees)		Steering Axis Inclination (degrees @ degree camber)
				Outside Wheel	Inside Wheel	
Low	+ 3/4	—	0	—	—	13 @ 3/4
Ideal	+ 1 1/2	+ 3/4	—	—	—	—
High	+ 2 1/2	—	3/8	—	—	—

† Caster and Toe-In are adjustable only.

### TIRE PRESSURE

	NORMAL LOAD
	Front Rear
155-14X (6.15-14X) .....	23 29

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