

# Renault News 64



2nd Quarter 2002

April - May

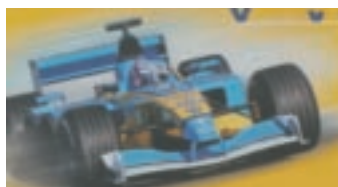


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# Renault Owner's Club of North America

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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 montly "Marketplace" ads. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. Club publications will closely parallel the collective input of members.

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## Editor's Notes

Issue #64 came together quite nicely at the end, when Francisco sent me the story about the Renault Concentration from the Automobile Museum in Mexico City it was like a cherry on top of a sundae. I want to thank **David Whitley, Jeff Lane, Jacques Lynn, Jesse Patton, Jaime Forero and Francisco Miranda** for their contributions, as well as **Allan Meyer** for all his help with the Renault in Japan Stories. It seems like I say this quite often, but we have a great group of contributors to the newsletter.

The password on the Members-Only Section of the website will change in Mid-May. So we will then change the username back to: renault and the password to: rogue. If you forget this password or discard this e-mail you will need to contact the e-mail list editor and he will have to confirm that your e-mail address is on our membership list and then he will send the new password. If you are planning to change your e-mail address the Update My Club Info form is available at the club website [www.renaultownersclub.org](http://www.renaultownersclub.org)

We have received a record number of update forms, and Ray Dietz has now begun to put together a new Registry and Directory. Along with all the current features of the Registry/Directory, Ray is also working on a complete list of Factory Repair and Part manuals and the part numbers for them in case you are in need of a particular manual. If you haven't yet, please mail your form to Ray Dietz, 1250 Lanier Road, Martinsville, VA 24112. It should be in the mail in June.

New memberships have been up the last couple of months mainly due to the work of one person. Jacques Lynn has recruited nearly half the new members since February. If you know anyone that owns a Renault who isn't a club member encourage him or her to join the club. In the near future we will get the Online Memberships available. Hopefully this will lead to additional international members. The more members we have the more services the club will be able to offer to you

The Website continues to grow. With Renault's return to Grand Prix racing, we have started a F1 page. It will be updated after nearly every race this season. The recent events page has been updated with some nice color photos and the story of "The People's Choice" a car show from Mexico City and the Carlisle and Summit Point story and photos should be up soon. I am also working on another page that will become a regular edition to the website which will feature members and their cars. So check back in often.

With all the additional services the club is starting to offer we are in need of more volunteers and professional advisors. I know these days everyone is quite busy, but if you could donate one to two hours a month or even just a one-time project that would be great. We are really

in need of a Southern California member to take over the **Librarian/Back Issues** duties. If you like to scan documents and have some extra space to store the materials we really could use your help. Please contact me about opportunities at [editor@renaultownersclub.org](mailto:editor@renaultownersclub.org).

## Letters and e-mail to Editor

Hello Marvin:

This note is to commend you for the fine job you did on issue #62. The color section on Renault trucks was fascinating; I don't recall ever seeing one of them on the road in S.W. Ohio. My first experience with Renaults was in 1976 when I worked for National Car Rental at the Dayton Airport, when they had R5s (LeCar) available as economy rentals. I was amazed at their quiet, smooth, 'Big Car' ride, perhaps understandable in contrast to my car at the time a 1969 Triumph Spitfire. My raving about the LeCar seemed to have an influence on my Father, since he bought one soon after to replace his rusted-out Nova Junker. He was happy with it for a couple of years, until he tried to change the coolant without reading the directions, then got trapped in a freeway construction zone and fatally overheated the engine.

I especially enjoyed the reprint of the "Double 500 Rally". It made me feel so much better, knowing that I'm not the only one who enjoys \$500 cars! Actually the purchase price for my three Encores and two Alliances ranged from \$275 down to \$50 for a parts car. But the immediate repairs needed soon put them into the \$500 range. I'm thinking about organizing a local 'Double 500' for the Triumph club, except instead of 500km, I'll make it 500 furlongs. A furlong, if you didn't know is equal to 40 rods or about 1/8 of a mile. This would keep the rally fairly brief, at 62 1/2 miles, i.e. within tow-bar distance.

My own gripe with the Double 500 article concerns the analogy between the un-muffled 1.4 litre LeCar engine and a B24 Liberator's Engine noise. Not Hardly! Maybe a Piper Cub, with the Continental flat-four, but the earth-shaking thunder of the B-24's four twin-row radials putting out a total of 4800 hp is in a whole other league. Can you tell I live near the US Air Force Museum in Dayton?

Best Regards, Tom Tweed

P.S. To Sam in Knoxville, Thanks again for all your help and good advice.

Tom:

I appreciate your kind words about issue #62, but any credit should go to Allan Meyer as well as Bob and Carol Howard they are the folks that made that happen, I was just the idea man. I am writing to let you know that the club is planning our annual meet in Dayton this year, and hope you will attend. I also wanted to see if you would be interested in including the Renault Club in your idea about an event similar to the 'Double 500'. Many of our members will be in Dayton the weekend of September 27-29 for the Orphan car show that will take place on the Saturday the 28<sup>th</sup>, and we are also bouncing around the idea of a group trip to the Air Force Museum, but Sunday morning would be an excellent



time to hold some type of rally which could include a competition between the Renault Club, Triumph Club, and any other local clubs that would like to participate, as well as fun rally for anyone that would like to participate. Do you think this could be possible? Once again, thanks for the complement, I am glad you enjoyed the newsletter.  
Sincerely, Marvin

To Jacques:

Please renew my membership – enclosed is my check for \$20.00. Do you mind if I ask a couple questions. What is a T-Belt? Do I need it? My car has 75,685 Miles and it runs great. I have a 1985 Alliance Convertible.

Thank you, Charles Sachs

Charles:

Jacques passed your questions on to me he specializes in older Renaults. When you say T-belt? I assume you are referring to your timing belt? If you are it is recommended that you change it every 30,000 miles. If you haven't ever had it changed I recommend you have it done. I would get the repair kit that I mentioned in issue of the newsletter and take it to your mechanic and replace the timing belt and the idlers that come in the kit. If you have any more questions feel free to contact me or Sam Stuckey the Alliance Tech Advisor.

Thanks, Marvin

**From:** Gordon Walker <[munro@winshop.com.au](mailto:munro@winshop.com.au)>

G'day from Down under.

I had a lot to do with the USAF when I was in the Aussie Air Force and have been to the States many times. (Green Bay Packers fan! - too many crazy friends in WI) I bought my wife a 2001 Scenic RX4 and am having some problems with the car. Do any of your members know of the following problems and any solutions? Bad 'clunk' coming from under the driver's floor-feels like a loose shock absorber or steering component-dealership cannot fix it. The electronics, such as 'Trip Computer', 'Outside Air Temperature Gauge and tachometer going haywire and not reading or working properly as well.

Any advice your members could give would be greatly appreciated.

Gordon Walker, Gold Coast, Queensland, Australia

**From:** Marvin McFalls <[editor@renaultownersclub.org](mailto:editor@renaultownersclub.org)>

**To:** Gordon Walker <[munro@winshop.com.au](mailto:munro@winshop.com.au)>

Gordon

Sorry but we can't be of much assistance; The Scenic isn't sold in the US. But I will put your message up on the most popular Renault Website in the world and I am sure someone may be able to help you, or at least put you in touch with someone who can. I am sorry to hear you are having problems with a brand new vehicle; I bought a new Jeep Cherokee and had it in and out of the shop four times in the first three months before they finally figured out what the problem was. It seems the dealerships these days don't have any real mechanics only part changers; it could be a similar situation in Australia. I wish you the best of luck, and enjoy your new RX4. I would have bought one myself over my Cherokee if they sold them here.  
Thanks, Marvin

**From:** "Francisco Miranda" <[cestudio19@avantel.net](mailto:cestudio19@avantel.net)>

Hello Kevin and all,

Last Sunday right at the pits area of a racetrack in Pachuca, I had the chance of speaking to Renault's Industrial Director (IEO?) Monsieur Berthelot and I told him about your interest in the sales numbers and penetration in the Mexican market. He briefly told me that last year they sold around 3500 cars, mainly Megane and Scenic. I don't know much about the Clio RS, but I think they only imported around a 100 cars. They were expecting to sell more vehicles, but the reason they couldn't, was because of the points of sale. They had many problems with finding the commercial space needed to set up an agency (dealership) in the crowded Mexico City market. They have opened two since then, so they expect to sell around 12,000 combined (Clio 1600, Clio RS 2000, Scenic and Megane) this year. The director told me that he will put me in touch with the Advertisement or Press Area so they will send us a press release with the general information.

I already bought for my wife a new Scenic, which will be delivered tomorrow, so I will be sending you some pictures soon, along with some comments.

I will try to gather more information for you all.

Thanks. Francisco Miranda

**From:** "renaultlover" <[kmtallant@ameritech.net](mailto:kmtallant@ameritech.net)>

Subject: Re: Renault in México

Francisco,

Thanks again for your efforts and information. Sounds very interesting. By the way, I have tried accessing Renault México's site on the Renault Corporate web page several times in the past, but it does not seem to work very well. I'm not sure what 'cargando' means but the word seems to appear often when you try to access this site.

All the best and good luck with your new Scenic,  
Kevin

Editor's Note: "Cargando" means "LOADING"

Dear Mr. McFalls

Thank you, for the World's First Rear Engine Fiberglass Sports Car in the Jan/Feb issue. After about forty-odd years, I now know the name and story of the Renault coupe that I took two black and white snapshots of at the Cumberland Maryland airport during an SCCA race. I haven't located them yet as I was packing up to move, but I will and then I will send to you to include in a future issue of the *Renault News*.

Appreciatively, Bill Harding

Dear Bill:

Thanks for the kind words. I am continuing my search and hope to find the Marquis or the Rogue. I look forward to receiving your photos and they will make a nice edition to the newsletter. I am glad that I was able to solve that mystery for you. I hope to do more stories about little known Renaults in future issues.

Marvin

## Renault Owners Club of North America March 2002 New Members List

Davenport, David, 1448 Melvin Street, Kingsport, TN 37665  
H - 423-378-3533 E-mail: [dldaven1@netscape.net](mailto:dldaven1@netscape.net)  
1963 Dauphine, Blue, 122k miles

Bruninga, Greg, 310 NW 100<sup>th</sup> Street, Seattle, WA 98177  
H - 206-706-0664, E-mail: [rhinomotor@aol.com](mailto:rhinomotor@aol.com)  
1976 R5, 1978 LeCar, 1970 R16, 1972, R16, 1988 Medallion, 1987 Alliance GTA

Bouchard, Jacques, 2311 Rue Du Maire Blais, Sillery, QC, G1T 2W7  
H - 418-683-8393, E-mail: [Jacques.bouchard@videotron.ca](mailto:Jacques.bouchard@videotron.ca)  
1961 Dauphine Gordini, Red, 31k miles

Vories, Steve, 310 SE 6<sup>th</sup>, College Place, WA 99324  
H - 509-529-5334  
1962 Dauphine Deluxe, Blue, 1962 Dauphine Gordini, Turq. 1964 Dauphine, White, 1988 Medallion DL Wagon, White

Moynahan, Dennis, 8882 Vestavia Avenue, Buena Park, CA 90621  
H - 714-523-8890, E-mail: [king\\_kukulele@hotmail.com](mailto:king_kukulele@hotmail.com)  
1964 Caravelle, Kilamanjoro White

Gruchala, Keith P. 6731 Marietta Ave, Van Nuys, CA 91405  
H - 818-521-7926, E-mail: [morpheus@hotmail.com](mailto:morpheus@hotmail.com)  
1965 Caravelle, Green, 1300cc engine, 1963 Caravelle, Red

Book, Robert D. 31502 - 116<sup>th</sup> Avenue SE, Auburn, WA, 98092-3600  
H - 253-939-6910, E-mail: [bbflyfish@attbi.com](mailto:bbflyfish@attbi.com)  
1960 Caravelle, R-1092, 670-05, to be restored

Hernandez, Joseph M. PO Box 1477, WALTERIA, CA 90505  
H - 714-856-5864, E-mail: [minkwhale@aol.com](mailto:minkwhale@aol.com)  
1967 Caravelle

## February 2002 New Members List

Pilpa-Augustyn, David M.C. 144 S. Lotus Street, Pasadena, CA 91107  
H-626-584-6957  
1971 R10, Red, 521k miles

Szabo, Frank Jr. 377 Grand Ave, Lindenhurst, NY, 11757-3922  
H-631-884-6154, W-631-727-5410  
1985 Encore, 1.4litre, Tan, 98k miles

Burns, Roger G. 2101 Whitetail Drive, Harlingen, TX 78550  
H-956-425-4553, W-956-548-8424, E-mail: [burnscaptfrog@aol.com](mailto:burnscaptfrog@aol.com)

## Renault Owners Club of North America April 2002 New Members List

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1985 Alliance, 1.7litre, Yellow, 75k miles

Bonnello, Joseph Jr. 20028 Sahale Road, Apple Valley, CA 92307-7205  
H - 760-242-3490, Fax 760-242-3492  
1969 R16, R1152, Yellow, 85k miles

Axel, Jeff, 10780 SW Hawthorne Lane, Portland, OR 97225  
H - 503-292-3425, W - 503-527-3132 E-mail: [jeffaxel@sprintmail.com](mailto:jeffaxel@sprintmail.com)  
1969 R16, R1152, White, 1971 R16, R1152, White

Bignell, George, PO Box 389, Sauona, BC, V0K 2J0 Canada  
H - 250-373-2332, W - 250-373-2330, E-mail: [george@auroratechnics.com](mailto:george@auroratechnics.com)  
1966 Renault Caravelle, R1133, Black, 24k miles

Nesbitt, John, 2634 Colston Drive, Chevy Chase, MD 20815  
H - 301-562-1584, W - 202-458-2408, E-mail: [jnesbitt@worldbank.org](mailto:jnesbitt@worldbank.org)  
1971 Lotus Europa, w/R16 engine, 821-30

Novo, Carlos M. 7530 Gaviota Avenue, Van Nuys, CA 91406  
H - 818-908-4073, W - 818-687-4102,  
1958 Dauphine, Black, Chopped, Lowered, Modified

Mankiss, Marc, 28 Marsha Drive, Scarborough, Ont. M1T 2S5, Canada  
H - 416-412-0312, W - 647-225-8103, E-mail: [stripes49@hotmail.com](mailto:stripes49@hotmail.com)  
1986 R5, Yellow, 80k miles

Chaney, Brad, 22775 South Estacada Road, Estacada, OR 97023  
H - 503-630-7600, W - 503-723-5979  
1970 R16, R1153A, White

Masoner, Jeffery A. 840 North Jefferson Street, Arlington, VA 22205  
H - 703-528-3314, E-mail: [jmmopar@msn.com](mailto:jmmopar@msn.com)  
1983 R5 (LeCar), Red, 46k miles

Bony, Guy, PO Box 1018, Chiloquin, OR 97624-1018  
H - 541-783-3934, E-mail: [gbony@cvc.net](mailto:gbony@cvc.net)  
1976 R5, R1228, Yellow, 25k miles

Peisalo, Jorma, Club Renault de Finlande, April 2002  
E-mail: [www.renaultkerho.net](http://www.renaultkerho.net)  
Online Membership, Club Exchange

## Renault News From around the world Van of the Year 2002



Motoring journalists from twenty European Countries attribute the van of the year award. The 2002 winners are the New Renault Trafic and Opel Vivaro (an Opel-badged Trafic), whose designs and technical features stood out from the competition. The New Trafic, which went on sale in September 2001, is available in 33 body conversions with two wheelbases and a choice of two diesel engines (1.9 dCi common-rail engine developing 80 or 100bhp) and a 2.0 16V petrol engine. Currently made at GM's Luton Plant in England, it will also be produced at the Nissan plant in Barcelona from the end of 2002. With the dazzling trio of Trafic, Kangoo Express, and Master, Renault has the youngest and most up to date range of LCV (vans) on the European market. Over the first 11 months of 2001, it was the market leader with 15.3% of van sales.



## Why Not Have a Pair

By Jeff Lane

For years I wanted a Renault R5 Turbo. About five years ago, I finally had the funds and I found a white 1983 R5 Turbo II for sale in Illinois. I drove up to look at the car and ended up buying it. The Turbo has been a really fun car, and I have enjoyed many fun-filled miles on the road with it.

Since I enjoyed the R5 Turbo, I started looking at other Renault cars. I became interested in the Alpine A110, but the price was always a stumbling block. I also became interested in the A310, and the prices seemed more reasonable. In early 2001, I became serious about finding a 310. My research at the time showed two cars for sale, Paul McAlenney's silver A310 and another car in Arizona. I was more interested in Paul's car because it was a one-owner with low mileage. Paul sent me some pictures, and in March we negotiated a price. The plan was I would fly to Hartford, in April when the weather broke and drive the car back to Tennessee.

As the time to pick the car up grew closer, Paul said he would be more comfortable if I had the car shipped. That worked out fine because as it turned out I didn't have time to pick the car up anyway. Paul's 1984 Renault Alpine A310 arrived in Mid-April. It certainly was in great shape and looked almost as if it had come from the showroom floor. I drove the car some that spring, and in October I drove the car to Indianapolis and back in one day (600 miles). It is a very comfortable car, fairly fast, and handles superbly.

A couple of months after I bought the A310, a friend of mine had come back from Atlanta and said he saw a 310 for sale there. At first, I was not interested, but then he said it was a turbo. I called Richard Webb, who owned the car, to learn it was really a red 1986 GTA Turbo. The price was very reasonable so I thought, "Why not have a pair". Richard and I made a deal, and in early September the car arrived. I really did not know much about the 1986 GTA but it certainly was a different car from the 1984 A310. The GTA is faster, although it is substantially bigger and has a much larger car feel to it. The gadgets are everywhere

Which do I like better? That is a good question. I like them both because I am a car nut. If I had to choose, I would take the A310 because it is smaller and more nimble. The reality is, they are both great cars. To drive either one is a joy.





## History of the Domaine

Translated by Francisco Miranda

1956

The New Domaine Station wagon

Built over the basis of the FREGATE, with exact finishing touches as the "Executive Model". Rear seat is foldable, and access to the engine is by (forage ladder). Fiscal power 12 CV.

The Domaine was designed as an utilitarian vehicle. In its first version came with a three bar front grille, and was



destined to replace the COLORALE series, particularly to the PRAIRIE. The engine came from the FREGATE, with 2.141 liters capacity and interiors, as mentioned before, were from the 2 liters Executive Model.

1958

Fregate Transfluide:

New model with an automatic transmission with a couple (par) converter. For this year, it was offered to complement different models. It has the same characteristics as the Fregate 12 CV from 1956, engine type 671 03.

For the Domaine station wagon, the standard price was 88,5000 F and the automatic version was 94,000 F.

In this year, the front aileron was removed from the bonnet on all models.

Real Power was 80 HP @4000 rpm

Compression rate: 7.5

Maximum couple (par): 17.2 m/kg

Another change after 1956 was for the dashboard as now came as semi circled, the anti-shock protector and climate controls were highly simplified.



Domaine:

Technical Characteristics for the Domaine.

Engine: Standard, 4 cylinder

Bore/ stroke: 88X 88 mm

Cylinder capacity: 2,141 Liters

Compression ratio: 7:1



Power: 77 HP (SAE) @ 4000 rpm

Couple (Par) Maximum: 16.7 m/kg (SAE) @ 2200 rpm

Electric equipment: 12 Volts 45/ 60 Amperes/hour

Contact points with automatic advance.

Generator: 180 Watt with regulator

Steering: Constant relation

Transmission: Clutch with dry monodisk

Gearbox with direct shaft. Four speed gearbox fully synchronized. Shaft mounted in steering column.

Ratio: First: 3.81, second: 2.08, third 1.39, fourth 1, reverse

3.36. Suspended Hypoid Demultiplier (apr 9 x 35)

Transmission: Transverse Cardin (licenced by Glaenzer-Spincer).

Independent suspension in all four wheels. Four helicoidal springs over the axle. Front and rear trains mounted on rubber. Front and rear Torsion Bars.

Brakes: Bendix with Lockheed hydraulic command.

Twinplex device at front. Floating jaws at rear, held by a small spring. Brake diameter: 280 mm. Trimmings 65 mm front, 50 mm rear. Hand brake operating on rear wheels (mechanical).

Tires: 165 x 380 C; 165 x 380 R; 165 x 380 T; 165 x 380 TT; 7.10 x 15 (tropic).

Rolling total weight: 2100 Kg.

Useful load: 600 Kg.

Performance: Speed with 6 persons and 100 Kg baggage, 135 Km/hr

Consumption: 11 liter/ 100 kilometers @ 80 km/hr

Highway autonomy: 58-liter tank, 500 kilometer

Exterior dimensions: Length 4.72 m, width 1.72 m, height 1.56m, footing 2.8 m, front and rear track 1.4 m, ground clearance 0.17 m, with 165 x 380 C (or 6.5 x 15 R) tires.

Interior dimensions: Front 1.50 m, back 1.48 m

Height over the seats 0.91 m and back 0.94 m

Distance between seats: 0.22 – 0.32 m. Behind the rear seat: 0.82 length and 1.11 m width. Height 0.95 m, surface 1.1 m<sup>2</sup>, volume 1 m<sup>3</sup>

Rear set folded: length 1.75 m, width 1.48 m, height 0.95. surface 1.9 m<sup>2</sup>, volume 2 m<sup>3</sup>

Back door width: 1.11 m

Back door height: 0.84 m

Features for the Domaine:

The exterior design is from the "Executive Model". The car is available in four colors: Pompadour Gray, Irish Green, Capri Blue or Black. Shares the same installation, instrument panel furnished full length, anti-shock bumper, and upholstery for seats, doors and roof in washable imitation leather.

Specific installations for the 8-seat station wagon

Front seat for 3 passengers. As in all Domaine, it has adjustable back. Each driver can adjust it to the length of its legs and driving. Two folding seats jointed making a false central seat, which unfolds forward. Three seats at the rear seat. a broad folding forage ladder and a hinged hood make it possible to arrange the luggage behind the backbench. In front of this one, the fold of the folding seats releases if necessary, making an additional volume for bags. The rear seat (bench and back) is easily removed.

### 1959

The standard version of the Domaine, does not have any signalization or flashing indicators in front. The bumpers are from the old Fregate. Interior design is in light gray plastic and it is equipped with the classic transmission from the Fregate.

### Manoir Station wagon

This new station wagon is a deluxe version of the Domaine equipped with the Transfluide gearbox as serial.

Special features from the Manoir and the Transfluid

Compression: 7.5

Power: 80.3 HP (SAE) @ 400 rpm

Maximum couple: 17.2 m/kg @ 2500 rpm

Battery: 12 volts 45-60 Ah

Generator: 265 W with regulator

Clutch: with electromagnetic command

Hydraulic par (couple) converter

reports/ratios of the ranges: Reverse 2.52- exceptional 2.28

Mountain 1.62, city and highway 1

Consumption: 11 liter/ 100 Km. Autonomy 500 Km

Tires: 7 x 15 or 6.4 x 15 (6.7 x 15 for the tropics)

Tubeless tires available upon request

Total weight, empty and on route: 1380 Kg

### Interior dimensions for the Manoir and Domaine

With the seat folded, the freed space shows an available room of 2 m<sup>3</sup>. This is a true trunk where all things are protected from crashes with a wooden device that can easily loads all kind of luggage risk less. The homologated useful load (600 Kg) permits to carry the usual loads demanded for an every day use station wagon. The small height permits easy loading from behind.

### 1960

The Domaine station wagons destined for the French Colonies have "tropical equipment" consisting of wider tires, reinforced air filter, synthetic upholstery, and protective bumpers.

End of production from the Fregate, Domaine and Manoir, April 1960

## Renault Domaine?

By Marvin McFalls

When you are the editor of the *Renault News* you are constantly reading and learning about different models of Renault, and at times you think you have a pretty go idea what is going on. Then there are other days when you find out about a whole other line of cars you never knew existed. Here recently that seems to be the case, and you can add

Renault Domaine to the list. Domaine is a variant of the Fregate, the oversized Renault of the 1950's. When I recently received an e-mail from Carlos Cadena he included a picture of his father's recently restored Domaine. I took a good look at it and said to myself "that doesn't look like a Renault", it has a unusual triangle shaped badge instead of a diamond on the front of it. After conferring with Allan Meyer and searching some of my own brochures sure enough I discover the Domaine was definitely a Renault. It is very similar in style to the much more famous Renault Colorale, minus the suicide doors.

As for Carlos' Domaine, it is a 1960 model, to the best of his knowledge it is one of about ten that was import-



Domaine from Carlos Cadena.





ed into Mexico during the period. It original belonged to the owner of the Renault Agency in Pachuca Hgo, Mexico, then he sold it to a mechanic, few years later the windshield was broken, and a replacement couldn't be found so the Domaine was stored in a workshop for many years, as you can see in the pictures. Currently my father has a Renault part's automotive store, and one day a customer told Him about the Domaine in the workshop, he was interested in it and bought it. When they brought it home and checked on replacing the windshield, it ended up costing more than they paid for the whole car.

Carlos and his father worked on the car for more than a year but now the restoration is pretty much complete. Since completing the restoration they have shown the car in several events including: Concurs Internacional de Elegancia, El elegido de publico (Public's Choice) and in Club Renault Gordini Sport Events such as the Renault 100 Year Anniversary Parade, and the annual meeting in the Automotive Museum in Mexico City. Carlos' father has recently decided to sell the car and if you would be interested in owning another rare Renault you can contact Carlos at: [ccadena.amsa@spicer.com.mx](mailto:ccadena.amsa@spicer.com.mx)



Renault News Issue 64

## Renault Junk Art?

By Jacques Lynn

Don Engdahl uses junk and his welding torch to create junk art. He was a former club member who took his 4CV around the country and ended up on the side of the road somewhere in Tennessee with a worn out engine. I sent him a piston and liner set which he installed right on the side of the road. Don's hobby is making art out of junk and from owning a Renault for many years he had collected a fair amount of spare parts of which he has used in some of his art. For some reason these are quite popular and Don is in need of Dauphine/4cv oil pans and Dauphine/Caravelle/R8/R10 mufflers. If you have any of this old stuff lying around and want to get rid of it, or if you want one of these interesting pieces for you collection contact Don at: [engdahl@cybermesa.net](mailto:engdahl@cybermesa.net)



## Now for Something Completely Different

This Dauphine (with a non-Renault engine) was spotted on the infamous California "Iron Bottom" rally in April, 2002.



## Back In Formula One Southern Hemisphere Report

By Marvin McFalls

On January 27<sup>th</sup> Renault had the launch party for their return to F1. Italy's Jarno Trulli and Jenson Button of Britain are driving the new yellow and blue R202 this season. The season opened with testing in Barcelona, Spain in February, and then it was off to Melbourne for Round One of the Formula One Championship.

On March 1<sup>st</sup>, the new Renaults went on to the track for practice for the Australian Grand Prix. To the surprise of many in attendance Jarno Trulli qualified sixth, putting Renault in contention for points in their first race back. As the race began on Sunday, there was a terrible crash in turn one, as Ralf Schumacher actually drove his Williams BMW right over the top of Rubens Barrichello's Ferrari. Nearly one-third of the field was taken out in the crash, including Jenson Button who car actually caught on fire. While Button's day was over, the news was good for Trulli, who jumped up from his sixth place starting position into second. It was looking very good Jarno to score some points and to possibly even stand on the podium. It wasn't long before World Champion Michael Schumacher caught him, but for some reason he decided not to let him pass. As he held off the powerful Ferrari lap after lap, trouble arose as his traction control system malfunctioned and he spun off of the course crashing into a barrier.

Both Renaults were out before the halfway point. It wasn't exactly the finish they were looking for, but to see the brand new Renault racing against the Ferrari had been quite a site. However if Trulli or the Team Managers had let Michael Schumacher pass they may have not had the problem at that point, and been able to continue. Instead they tried to outrace the fastest car on the track, and it may have cost them an opportunity to score points.

Two weeks later the Renault team moved on to Malaysia for the second race of the season. It was extremely warm that weekend, and this would prove costly for Trulli once again. There was more opening-lap drama as pole-position man Michael Schumacher came together with Juan Pablo Montoya at the very first corner. Schumacher lost his front wing and was forced to pit, dropping him to the back of the field, while Montoya was handed a drive-through penalty for his part in the incident. Rubens Barrichello now leading in front of Ralf Schumacher, Michael Schumacher headed back to the pits for a new nose cone. At this point Jenson Button was sitting in seventh just outside the points, and Jarno Trulli, had to return to the garage after only nine laps with the engine overheated. He was the first car to retire from the event.

As the race continued Michael Schumacher and Montoya started working their way up thru the field, and Button's Renault continued to climb in the standings. After both of the McLaren Mercedes retired from the race,

Jarno Trulli, left. Jenson Button, right.



RS 22 (below)  
3 liter V-10 normally aspirated

4 pneumatically controlled  
valves per cylinder head [sic]

Maximum Power over 800bhp  
at over 17,500 rpm  
Images from Renault Publicity.





he moved into fourth position. As the first pit stops came and went, Ralf Schumacher and Button stayed on the track. They both decided to complete the 56-lap race on only one stop. The pit strategy paid off for both as Schumacher moved into the lead and Button moved into third position. With more than a twenty second lead on Michael Schumacher, a spot on the podium was looking good for Renault in its second race back. However with two laps left to go Button's Renault developed suspension problems and Schumacher caught and passed Button for third. Renault and Button had to settle for a fourth place finish.

The next stop on the tour came Easter weekend in Brazil. The crowd's favorite, Columbia's Juan Pablo Montoya was not able to capitalize on his pole position at the Brazilian GP after he lost his front wing in a minor collision with Michael Schumacher at Turn Four of the First lap. This is the third time in as many races this year where there has been some collision on the first lap, the last two races it was Michael Schumacher and Montoya. This time Montoya had to go to the pits and then the rear of the field and work his way through traffic.

There was happiness and disappointment in equal parts for the Renault team after the Brazilian Grand Prix. An excellent start for both drivers was followed by a strong race, during which Jarno Trulli and Jenson Button were able to compete with the fastest teams. As the race continued the Renaults held their positions, and like in Malaysia the Renaults decided on a one pit stop strategy. This put the cars in fifth and sixth places respectively. As the laps dwindled down, the fourth place competitor, Raikonen in the second McLaren Mercedes retired from the event. This left Trulli in fourth and Button in fifth, while Montoya moved into sixth place the final points

position. With ten laps remaining trouble struck the Renault team, as Trulli's retirement following a sudden engine failure left Jenson Button in fourth position, just ahead of Juan-Pablo Montoya whom he would have to hold-off to the flag.

With the Southern Hemisphere portion of the schedule concluded, the Renault team lies fourth in the constructor's competition behind Williams BMW, Ferrari, and McLaren Mercedes. While Button remains fourth in driver points behind the brothers Schumacher and Montoya, very impressive for a driver in his second full season. While it is obvious that the Renaults do not have the horsepower of the other top contenders especially BMW, their cars is as fast or faster than all comers in the curves. The R202 Chassis is very impressive, and the wide V-10 engine should produce more power over time. If the new engines can be reliable, Renault should see many more opportunities for podiums this season, and with a little more luck (especially for Trulli) they could end up on the top.

If you enjoyed this story, check out the new Renault F1 page at the club website. We will have updates after nearly every race this season. So check in often at: [www.renaultownersclub.org](http://www.renaultownersclub.org)

(Special thanks to [www.formula1.com](http://www.formula1.com) for the latest news and many of the great photos that accompany this article)

Interlagos, below.





## A Milestone

By Jaime Forero

On March 19 my odometer turned 200,000 miles on my 1982 R18i sedan, on the original engine. I have been using the car for every day driving and it is working just fine but not without some rough idling which I think is normal given all the years of service. The more I drive it the more I like it and the more determined I am to keep it on the road. The wife thinks I am nuts and so do other friends but hey, it has become my pet project.

I have accumulated quite a number of parts for the car (thanks in great part to Marvin), and it should provide me with service for a while to come. Who said Renaults are bad cars? This year I will have new carpet installed and it will need some work to repair some rust around the rear right wheel well. I am helping a friend who lives here in Houston with the repair of a 1983, R18i wagon that had only 17K miles on it when someone blew the head gasket. It is in the shop now, the mechanic is a factory trained Renault mechanic who jokes at the thought of working on these after so many years but in reality he is more than happy to do it. When it becomes driveable it will most likely be the only Renault 18i besides mine on the road here in Houston. Quite an honor if I may say so myself! Thanks, and let's keep our Renaults on the road.



## Renault Concentration

By Francisco Miranda

On February 8th, we assisted to the Renault Gordini Sport Annual Gathering, also known as "Concentration" at the Automobile Museum of Mexico City, where more than 40 vehicles from the club gathered for a day of Renaults. As usual, we arrived early to park the cars and the vendors to mount their stands. Assorted merchandise was on sale like books, manuals, toys, and of course -used and new parts-.

The guys from Renault de México demonstrated their new Megane and Scenic. The "race-aurant" provided us with snacks and drinks for the whole day. The club had its stand open for inscriptions and sale of caps, shirts and other paraphernalia. We had four "unveilings" or public presentation of recently finished projects, either part or full restorations. This year's exhibitors were: A yellow Dinalpin Berlinette from Luis Amaya, Carlos Cadena showed (and sold almost at the same time) his R8S, Alex Rubio showed his very nice grey R18 GTX and Victor Gutierrez finally finished his nice grey Dinalpin Berlinette.





There was one other very interesting vehicle in attendance. Before the luggage compartment was opened it looked like an ordinary Floride. However once the boot was lifted it turned out that it was now the bonnet. We nicknamed the Floride with a "front R12 engine and general mechanics " the Flori-Doce from Floride and doce, which means Twelve.

Our club had many cars on exhibition including: Dauphine (1090 and 1091), R4L, Dinalpin (Cabriolet, GT4 and Berlinette), R18 (GTX 2 litre), R8 (Gordini, Major, and S), R10 Major, R5, R21, and Clio. There was a big crowd at the



event and outside the parking lot of the Museum, a lot of Renaults of the public where also in attendance. Many were worth to look at and others where funny hybrids or plain wrecks. At days end, some of us went to continue celebrating at a nearby Mexican Restaurant where the Renault talk continued almost till 8 PM.





# Land of the Renault Sun

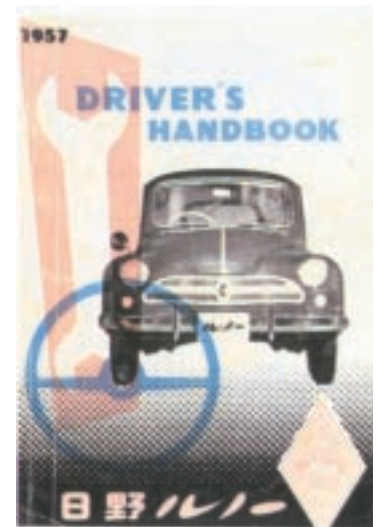
By Takashi Suzuki

At the beginning of the 1950s, the Japanese manufacturing companies Nissan, Isuzu, and Hino in succession signed technical assistance contracts with overseas manufacturers and started to make their respective cars under license. Amongst those constructors, Hino chose the 4cv Renault, a popular rear-engined car, and in time, they gradually progressed to a totally local manufacture.

Hino's technical and technological potential and the introduction of Renault's technology made a useful partnership. Hino's predecessor was the Tokyo Gas Electric Industry, which was founded back in 1919. Over the next few decades they built many military vehicle, and they merged with Isikawajima Motor (Isuzu Motors) in the late 1930s a new factory was erected on the Hino site, for the building of tracked Military vehicles, Hino became an independent entity. Following the war Japanese companies weren't able to build vehicle because it was forbidden under treaty, so the market was saturated with imports. In 1949 these restrictions were lifted, but it took three years to get the factories ready to begin manufacturing vehicles. In 1952 Renault signed their initial agreements with Hino for a co-operative venture.

With the contracts signed, the manufacture of the 4cv was actually the realization of a light car by – of all people – a tank builder, and there were often difficulties at Hino in the course of this enormous undertaking. But Hino organized a department specifically to face these problems head-on. The biggest problem they encountered the problems of rejects due to a lack of precision in the roughcast parts. So, by means of traditional hand finishing, they learned the concept of manufacturing tolerances, which is of course, the basis of modern series production.

Along the way Hino learned about the importance of technical choice appropriate to the manufacturing procedure, which determines the design parameters; and of the tech-



Top: Hino 4 CV from Toyota Museum. Manual above from Oldtimer Bimonthly.



Left: Hino 4CV production line.

Right and lower left: highly dedicated modern Hino collectors have stockpiled many parts for the Hino 4CV.

Note car at right has the fuel filler cap outside the body, a Hino factory modification.

Page 15 top: 4CV interior and engine.

All images from Oldtimer Bimonthly.







nical intentions of the initiator. In other word, Hino picked up those all-important manufacturing parameters. In the specific area of methods, they took on board basic quality control, such as establishment of manufacturing procedures, the calculations of the ranges of manufacturing requirements, and the allocation of time to each operation.

The most difficult problem encountered by the Hino technicians in the local manufacture of the 4cv was the pressing of the body parts from thin sheet steel. At this time it was impossible to obtain the appropriate 0.6mm thick sheet steel in the proper size, so 0.7mm thick sheet steel had to be used – but minute cracks appeared in the pressed panels so, for a certain period, the company was forced to import the correct steel from Italy or from the US. At that time there existed no evaluation history relating to pressings know-how. Hino bought huge Keller machines to make the press dies but since the knowledge of machining the patterns was not forthcoming from Renault, the moulds were fabricated empirically – with consequent mistakes. The trial and error experience thereby gained reflected favorably on the bodywork of the late Contessa 900 and 1300.

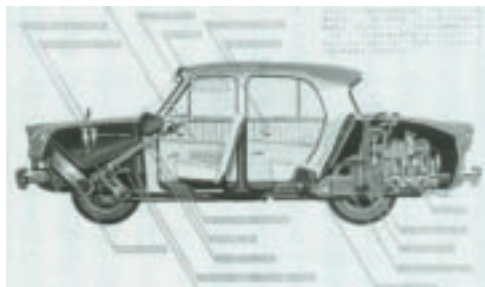
Even the 4cv, arguably the most famous car of its day, had weaknesses, which were emphasized by the conditions of usage on the Japanese market. At this time, the majority of Japanese roads were either sandy or stony and of the total road system only around 5% was asphalted. A private car was a dream and was difficult to obtain for the majority of private motorists. Most of the cars made were pressed into the unforgiving life of a taxi and consequently there were many complaints about suspension and axles. These problems were solved by, for example, increasing the diameter of the front suspension bearings and the rear suspension top turret bushings.

Then there was the question of premature wear in the engine due to ingress of dust. As a result of research done by using a test filter as the engine's air intake, it was discovered that air drawn in at the rear was six times less dusty than air drawn in at the front of the engine. Thus the frontal intake was modified accordingly. The rear window



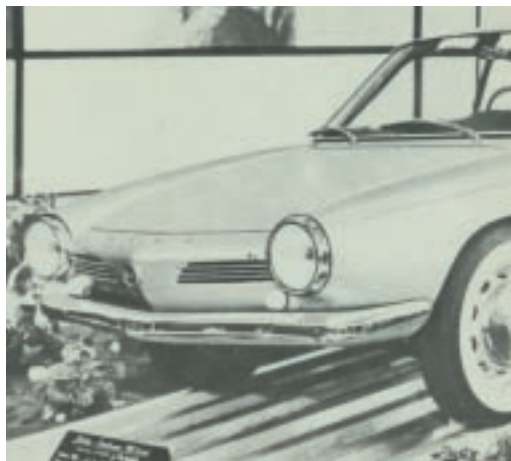
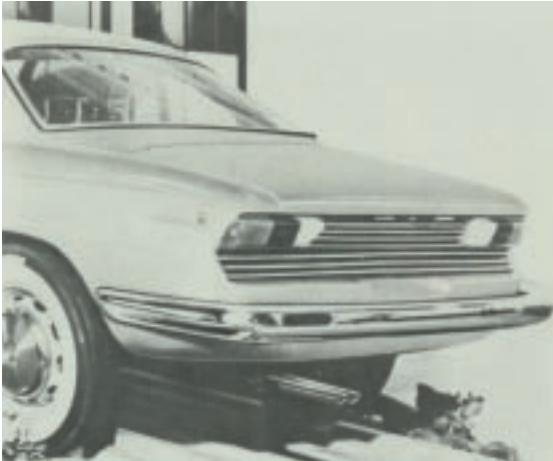
Above and right: Hino Contessa 900 sedan. Images: Toyota Museum and Car Graphic.

Left: Cutaway of 900. Oldtimer bimonthly. 5 below: Hino in-house drawings for new Contessa 900 model. Hino knew outside help was needed so hired Michelotti of Turin, Italy. Images: Oldtimer Bimonthly.





Left: Hino Contessa 900 Sprint by Michelotti. 893cc OHV, 45hp @ 5000 rpm, Weber carb, 3 or 4 speed transmissions, front disc brakes. Below: front and rear views, interior. Door sill reads "Hino- Michelotti." Hino Publicity.



was another cause of customer complaint and this was subsequently enlarged. One of the most intractable problems, though resolved, was around the exhaust noise. In fact, the space available between the rear engine and the exhaust manifold flange was limited in comparison to front-engined vehicles and so a new exhaust manifold/pipe system had to be designed after numerous trial-and-error attempts.

At the end of the 4cv's production run in 1961, Hino tried to introduce the Commerce into the market. This was an all-independently-sprung, front wheel drive commercial vehicle. The launch of the Hino Commerce was what one might call a marketing trial. Consequently, from the outset, there was no plan to market it widely and, in order to reduce the initial investment, concrete moulds were tried in order to manufacture the body parts. Surprisingly, this proved to be very successful. The vehicle had torsion bar front suspension whilst the rear was affected by transverse leaf spring. It was pulled along by an 836cc engine, which was based on the 4cv. The vehicle exhibited a lack of performance, which translated into insufficient power on



Above and below: Giovanni Michelotti's sketches for the future Contessa 1300. Images from Oldtimer Bimonthly.

Left: Hino Commerce. Image from Oldtimer Bimonthly.





snowy inclines; it also proved to be unstable at speed going downhill. Nevertheless, 2433 examples were sold over a two-year period, which allowed Hino's engineers to evaluate the characteristics of both front-engined, front wheel drive and rear wheel drive, in a rear-engined car. In the process, they added considerably to their fund of knowledge and sharpened their technical know-how that would prove useful in the future.



Hino's Contessa 900 arrived in 1961. Its engine was specially designed and the capacity had been upped to 893cc, this in the light of the underpowered Commerce. The thick big-end bearings shells of the original 4cv were replaced with thin wall bearings. An original system of tie-bars was adopted for the suspension in order to retain longevity and driving stability. This system although theoretically questionable, contributed significantly to straight-line stability, maneuverability on corners and gave an increase in comfort. One could aver that it was a pioneer of "compliance steer." Likewise with Renault, the tie-bar system was adopted on the R 8. Expressed another way, it marked a forward step in suspension technology not only for cars with their engines at the back but also for private vehicles in general. Furthermore, on the Contessa a steering column-mounted, Japanese style electromagnetic gear change was adopted; this was also to be found on the larger version.

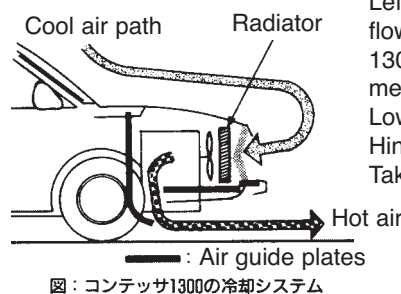


Top and above: Hino Contessa 1300 four door sedans. Below: Pre-production Contessa with single round headlamps. Images from Hino Publicity and Car Graphic Library.

The Contessa 1300, which was born three years later, was a masterpiece of rear engine, rear wheel drive design and was achieved by case studies of the Commerce and the smaller cars. The choice of 1300cc engines was a warning of the country's intention to attack (eventually) European markets. In fact, the capacity of the Renault 10, which was in the same class, passed in 1968 from 1100cc to 1300cc after the Contessa.



One of the most difficult problems to solve on rear-engined vehicles was efficient cooling of the engine. Taken as read that there was the impossibility of any ram effect, it was therefore inevitable that a radiator of relatively larger surface area had to be considered. Consequently, the location of the radiator in front of the engine was abandoned in favor of one where it was located behind the power unit. This layout was adopted from the R8 of the same period. After many trials

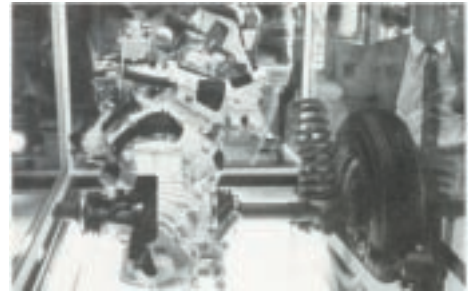


Left: diagram of air-flow in Contessa 1300 engine compartment. Lower images from Hino Publicity and Takashi Suzuki.

Left: production rear design. Below: Michelotti prototype.







Above and left: Hino Contessa 1300 coupe (production) and proposed convertible model. Images from Hino Publicity and Oldtimer Bimonthly.

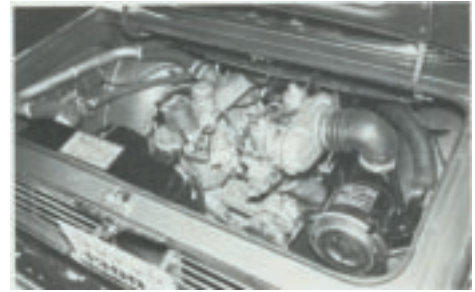


Right top: Contessa 1300 drive-train- engine tilted 30 degrees.

Right above: Contessa 900 engine, with two barrel sidedraft carb- 50hp @ 5500 rpm.



Right: Contessa 1300 S, crossflow head, compression raised to 9:1 from 8.5, twin sidedraft SU carbs made 65hp @ 5500rpm. Extra-hot 1966 DOHC version made 90hp. Images from Car Graphic Library.



Left: Contessa 1300 interior- 4 speed floor shift.

Lower left: 1300 column shift interior.

Bottom left: Contessa 1300 dash. Hino Publicity.

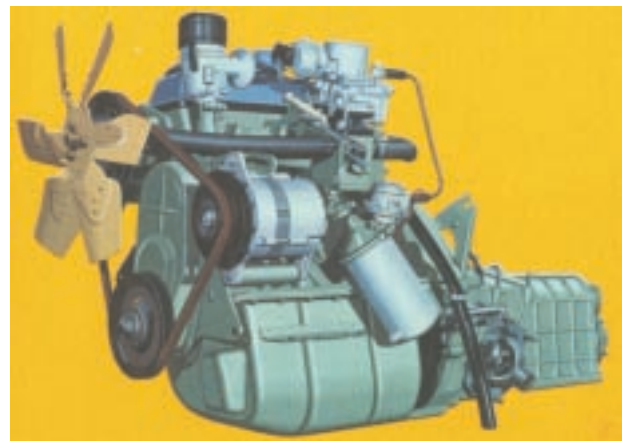
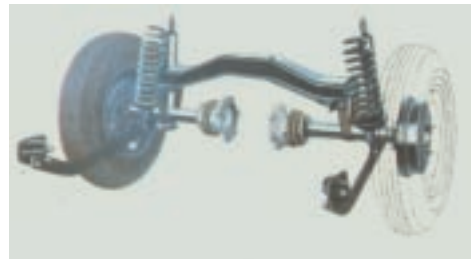


Right: Contessa 1300 front suspension and steering.

Contessa "multi-link" rear suspension.



Lower right: tilted Contessa 1300 engine, crossflow cylinder head. 1251cc, 8.5:1 compression, 55hp @ 5000rpm. Images from Hino Publicity.





Hino adopted a system of airflow behind the engine, which had not been tried before. However, the engine compartment, which had been designed to prevent the ingress of dust, had a tendency to allow heat build-up and this led to carburetor percolation in form of fuel evaporation, which increased noticeably in relation to the size of the power unit. For this reason, the cross-flow cylinder head arrangement was chosen with the intake and exhaust gas assemblies on opposite sides of the engine block, which in the was canted over at a 30 degree angle to place the exhaust manifolds outside the engine compartment. This solution gave rise to an absence of carburetor warning upon start-up and warming the carburetor choke electrically solved this hiccup.

As previously mentioned, the rear-engine, rear wheel drive setup gave rise to difficulties in comparison to the more conventional front wheel drive or classical configurations. The factor, which made the Contessa stand out, was the very successful Michelotti styling, the craftsmen was one of the youngest and most eminent coachwork designers of the period. The Contessa can be truly classified as being amongst his masterpieces. The 1300 Coupe, which was launched onto the market after the four-door saloon, attracted a large number of enthusiasts. In actual fact, it clinched first prize at the Concours d'Elegance three years in a row, starting in 1965.

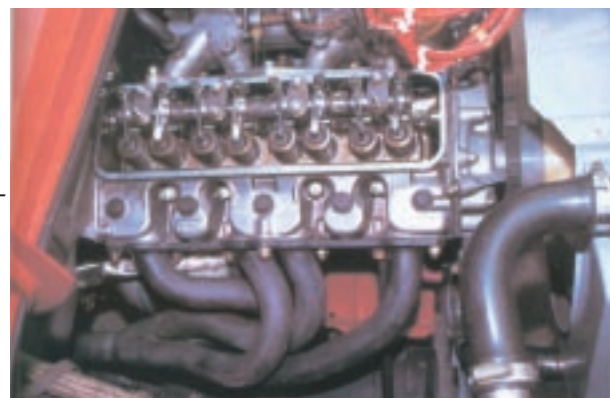
It is also interesting to note that the development path of Hino's cars, which started out with the 4cv, runs in parallel with Renault's cars and the new technologies were adopted at nearly the same time. When reviewing the history of the development and technical progress, it is worth pointing out that there was identical convergence for the moment Hino took on board Renault's technology. Although it had been left totally cut off from the quality control measures which had developed in the industrialized counties during World War II, the long technological traditions of the Tokyo Gas Electric Industry Company and its heritage in the manufacture of cars, tanks, planes as well as locomotives and engines played a very important part in the acquisition of new technology. This was illustrated notably in the pressing of the sheet metal. One cannot emphasize too greatly the technical production improvements and perfecting cannot occur without there also being some failures

To summarize, the Contessa took a developmental pathway, which can be compared, to that of Renault's vehicles, this thanks to judicious decisions, which had been taken to incorporate the general methods of worldwide production.

(This article originally appeared in the June and September 2000 issues of *Renotes*, The Renault Owners Club of Great Britain's magazine. I edited this article due to its extremely long length.)



Above: Contessa 1300 (25) beats Prince Skyline (15) and Toyota S 800 in 1990's vintage racing. Below: race-prepped Contessa crossflow engines. Images from Oldtimer Bimonthly.



Below: Hino's in-house racers with DOHC 1273cc engines from 1966. Images from Car Graphic Library.



## BRE Hino

### Japan Enters the US Racing Scene

The first Brock Racing Enterprises project after he left the Shelby Team was the 998cc four door Hino Contessa sedan. It was built for an American named Bob Dunham who was living in Japan and who wanted to do a season of racing in the US. At that time the SCCA did not have any sedan racing, but a bunch of locals in the Southern California area wanted to race their Minis, Cortinas, VWs, Volvos, etc and formed an organization called the "Good Guy Sedan Racers". They then prevailed upon the rival California Sports Car Club to sanction some races. They agreed provided that 'Good Guys' could put together a decent field of cars, and that's how sedan racing began in the US. It was a mostly assortment of tin tops but it was cheap and fun.

Bob Dunham was an actor in Japanese movies and also did a bit of auto journalism as a correspondent to the foreign press. Dunham had been consulting with several Japanese auto companies about entering the US market, and he convinced the Hino people that Americans were into racing and that they should establish a sporting image for their car in America by racing it there. He contacted Peter Brock at Shelby's through a mutual friend and asked if I could build the car for him. They worked out a deal where Brock agreed to build the car if he'd give it to him after one season of racing, when he returned to Japan. Brock built the car with a fabricator friend of his from Shelby's named Jeff Schoolfield.

The basic Hino was a Japanese Renault Dauphine built under license from the French. It had it's own body but the rest was pretty close to the Dauphine - swing axle rear end and all. Despite this they made a trick little racer and Bob did well enough to interest the factory to continue with the program. Peter raced the car the next season in Southern California and finished consistently, but was never able to beat the Mini Coopers. Remember this was well before Nissan or Toyota ever thought about entering US racing, so this was really pioneering the Japanese import market in the US.

Some time later the Hino people invited Peter Brock to come to Japan to test their new 1300cc "Contessa" coupe.



They then worked out a deal where Brock and Dunham would race the cars in the US and if it proved successful future project between BRE and Hino could be in the works. Brock's first success at the wheel of the 1300cc Japanese Hino Coupe was at the Mission Bell 100 held before the 1966 Times-Mirror event in front of a 100,000 strong crowd at Riverside Raceway. Peter and Bob Dunham placed the BRE Hinos 1st and 2nd and created quite a stir, and got the attention of the major Japanese manufacturers.

Shortly before the President of Hino died, Pete Brock set about designing a Hino Prototype, with the aim of entering it in the 1967 Japanese Grand Prix and even at Le Mans. The design, all Brock's own work, was built by the Troutman-Barnes stable, highly respected US coach-builders of the 1950s/1960s. The aluminum body sat over a tubular steel frame, which housed the 1293cc Contessa engine. Brock built the engine to Group 2 specifications, Engel supplied the camshaft, and Mallory the ignition, and the carbs were twin Mikuni-Solex downdraught. Engine cooling was aided by Brock's use of aerodynamics through two vents behind the cockpit (similar to the vents on his AC Cobra Daytona which cooled the back brakes). Down force could be adjusted by a ratchet mechanism on the rear aerofoil.

The prototype, which Brock named the Samurai, was hailed a styling triumph. It was featured in several magazines, including the front cover of *Road & Track*. As far as the Japanese Grand Prix was concerned, Brock was not able to see his latest creation perform, because the stewards deemed the Samurai to have insufficient ground





## Renault 25, The Top of the Line

By Serge Bellu and Marvin McFalls



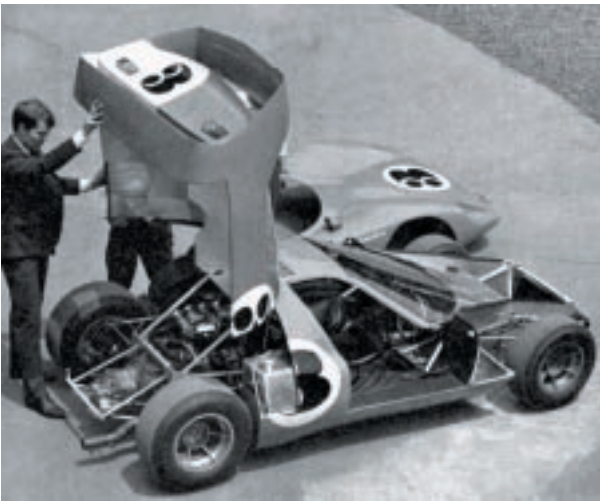
This story begins in 1977 under the direction of Gaston Juchet who was in charge of the X29 project, as it was known then. Now it was time to turn the first sketches into a automobile Renault turned to there design team including Michel Jardin, who was later to become a pillar of the company's Corporate Design Department. For the Interior, Renault called on prestigious consultant: Marcello Gandini, the former headman and Bertone. After several years of progress, second thoughts and hesitation, an automobile with a strong personality emerged. The Renault 25 embodied the development of the company and its customers, and this younger image shone through in its design. With the famous bubble-shaped rear hatch that had already been tried out on the Fuego, the R 25 had the streamlined profile of a grand tourer.

After a preview in December 1983, the Renault 25 was officially unveiled at the Geneva Motor Show in March 1984. Taking over for the Renault 20 and 30, the newcomer marked a turning point in the company's top-of-the-range strategy. With the R 25, Renault was setting itself new ambitions, showing that it wanted to shake off its image as a manufacturer of practical vehicles. The Renault 25 express that aspiration in its styling. While the 20 and 30 were extensions of the R 16's functional spirit, the 25 claimed a completely different image, stating its determination to trample on the territory of other GT saloons.

The R 25 started out with a very broad range because it was based on five different engine types: two four-cylinder petrol units (103 bhp 2.0litre, and 123 bhp 2.2litre), two four-cylinder diesel units (61bhp 2.1litre, and 85bhp turbo), and a 144 bhp 2.7litre V6. A year after the launch, a high performance version known as the R 25 V6 Turbo was introduced, which was soon to become one of the most sought-after in the range.



Top and above: 1988 R 25. Renault Publicity.



clearance and the car was disqualified. Brock was not too downhearted by this turn of events because the disqualification brought more publicity and drew more attention to his talents from the Japanese motor industry.

After being disqualified in the Japanese Grand Prix, Hino was sold to Toyota and this ended BRE association with Hino, however he went on to more successes with the Nissan/Datsun Team. Before BRE Hino Japanese manufacturers didn't have much interest in racing in the US, but Brock showed them racing could be beneficial in boosting sales of production cars. Today, Japanese cars compete in almost every class of racing in the US and Europe.

Editor's Note: Allan Meyer found out about BRE Hino as we were researching for a story on the history of Hino, It seemed so interesting I decided to use it as a companion piece to the feature story.

Page 20 top and above: Samurai as shown in Road & Track. Page 20 lower left: Hino 900, right BRE Contessa. Below: BRE Team. Images from Road & Track and Peter Brock.

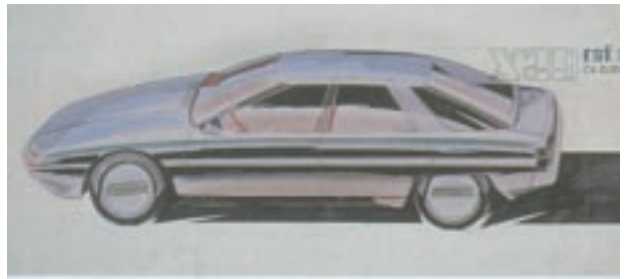


The Renault 25 quickly became the standard bearer for the French Automobile industry. It reigned supreme in official parades and was a favorite with national and local government officials. The idea of using it as the basis for a more exclusive version soon gained ground: the Limousine was built on a longer wheelbase. Only a small number were produced (832 in all), by coachbuilder Heuliez, between April 1985 and June 1986. A choice of the 2.1litre turbo diesel and the 2.5litre V6 turbo were offered. The second generation of the R 25 was introduced in June 1988 featuring modifications to the grille; headlamps and bumpers gave the exterior an updated look. The facelift was successful as sales increased, and in March 1989 the TXI was introduced which featured a 2.0litre 12 valve engine-delivering 140bhp. Renault also introduced a truly luxurious version called the Baccara. In 1990 the V6 turbo was improved with a cleaner engine that developed 205 bhp.

With all this success in Europe, Renault decided it would be a good idea to develop a version of the 25 for the North American Market. Since Renault was the major stockholder in AMC they looked at their plants in Kenosha, and Toledo, but both were out dated, and they also had a factory in Brampton Ontario but it was too small, so they decided to build a new plant to build the new version of the Renault 25. Bramalea, Ontario was selected for the site of the new AMC/Renault Factory. As construction began a new design was also needed. A competition was held between the AMC design team and ItalDesign. ItalDesign won and the early cars featured the words "design giugiaro" on the each side. Larger bumpers and sealed beams were added but the main change from its French counterpart was it featured a trunk instead of a hatch-back.

As the new factory was completed and production was getting underway, In 1987 Renault decided to sell its stock in AMC/Jeep to Chrysler including the plant and the North American version of the R25. Chrysler quickly moved to end the AMC line and started a new make called the Eagle. In 1988 the first models were introduced including Summit (A Mitsubishi Product), Medallion (A rebadged French-Built Renault 21) and the flagship Premier (The new R25)

The first models featured a four-cylinder engine, but they had problems and were sent back to the factory and refit with the



Ideaation sketches for the future R25. Renault Publicity.



3.0 Peugeot Renault Volvo V6, which produced 170 hp. The car featured a 4-speed automatic transmission built by ZF. It is said that a 5-speed manual transmission, similar to the one used in the Alpine V6 and DeLorean was optional but I haven't ever seen one. Both the ES and LX models featured luxurious interior and well-placed instruments and controls. In 1990 the Dodge Monaco was added to Chrysler's line. It was a Premier with Dodge nameplates. These later model cars featured more Chrysler supplied parts and were less reliable than the earlier models, however the Renault 3.0litre remained the power plant. In 1992



Above R 25 dash. Right: 1989 R 25 interior. Renault Publicity.



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a sportier version of the Premier was built featuring a 32-valve PRV engine that produced nearly 200 hp. A spoiler and more aggressive ground effects were also added; needless to say it was a very impressive car. Unfortunately very few of these models were produced, as 1992 would mark the end of the road for Premier and Monaco. More than 139,000 models were built over the five-year production run.

Back in Europe the success of Renault 25 never waned. Despite pressure from foreign competitors firmly established in the top of the range, like Mercedes and BMW as well as two new ambitious French rivals the Peugeot 605 and Citroën XM. The Renault 25 valiantly defended its market position, and when it finally went into retirement in 1992 it was still dominating its segment in the French market. The 25 was replaced by the Safrane, but it never had near the success of its predecessor. The Renault 25 rose to the ranks of the safest and most efficient European high-performance tourers, it truly lived up to its slogan "There's more to life with Renault". Currently Renault is trying to recapture the magic of the 25 with their latest top of the range the Vel Satis. We will see if it can live up to its grandparent's legend.



Above: Dodge Monaco ES.



Left: Designer Giugiaro.

Below, 1990 Eagle Premier LX.

Below left: 1989 Premier LX  
All images from Chrysler  
Publicity.



Left: 1990 Dodge Monaco ES interior and dash (right).

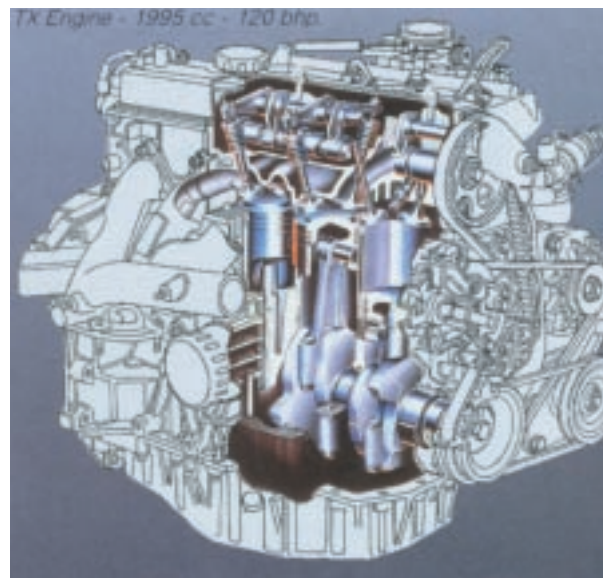
Images from Dodge Division.



Left: Renault 25 V6 injected, 2664cc, 144bhp.

Right R 25 TX inline 4 1995cc.

Images from Renault Publicity.



## Bob Lutz on the Eagle Premier

By John A. Heilig

From Automobile Quarterly Vol. 32 No. 4

.... Chrysler introduced the Eagle Premier sedan in 1987 to less-than-rousing public acclaim. "The Premier had reliability problems with the French engine and German transmission," Lutz said.

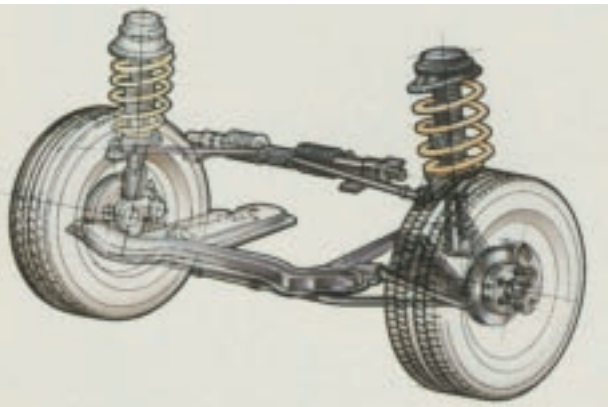
"It was probably the last example of a major car where the design was dictated purely by customer research. Every time somebody raised a question, somebody else would change the design. Finally they got to the point where it was Generic Car. And it offended nobody, but it also didn't turn anybody on. It was anonymous. It looked like those cars the insurance companies use in photographs of accident scenes where they take some car and retouch it so heavily that you can't tell what make it is."

But the Premier left a legacy at Chrysler Corporation, a much greater legacy than one would expect from Generic Car. Castaing [of AMC] had been named vice president engineering, replacing the retired Jack Withrow, and was faced with a mushrooming LH car project, which had been running for two years "and was bigger than Ben Hur," according to Lutz. "It was headed for \$2.5 billion, was \$1,000 over our variable cost and 1,000 pounds overweight. It was completely out of control:

"Francois [Castaing] said he wanted to try the LH with a platform team because he didn't think the big system could deal with it. 'We'll start over,' he said. 'This one [the LH] is hopeless. Rather than start from square one let's start with the Premier.' The Premier had an excellent chassis and drove so damned well that it served as a benchmark for the LH. That's what the team really started on. It gave them a leg up because they could see what worked and what didn't work and it showed them what components were too expensive. Everything's been changed, obviously, but the spiritual father, the genetic antecedent of the LH is the Premier. Without it we wouldn't have the LH in its current configuration."

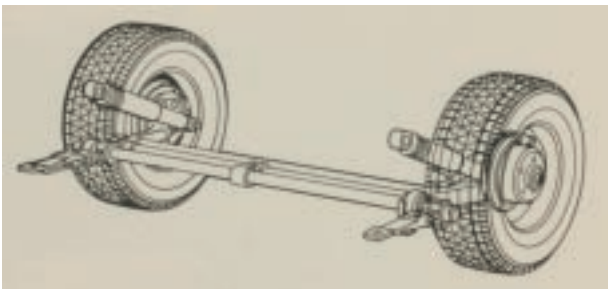


Top: Eagle Premier ES Limited. Above, ES Limited interior. From Eagle Division.



Above: R 25/Premier strut front suspension and sub-frame. From Dodge Division.

Below: Classic Renault R 25 rear suspension with trailing arms, torsion bars. From Eagle Division.



Above: Dodge Intrepid showing longitudinal V6 ahead of front axle and strut front suspension inspired by R25/Premier. From Dodge Division.



# Jesse's Corner

By Jesse Patton

From time to time as I peruse through the Long Island newspaper (*Newsday*), particularly on Fridays I spot the Auto Doc's column. I enjoy it especially when someone writes in with a problem with their Renault. Now there aren't that many folks writing in about their Renaults, because there simply aren't that many of them on the road. Most of the time Mr. Damato (The Auto Doc) will skirt around the issue when commenting about these vehicles because he doesn't care for them nor does he want to work on them. I can only say that I have seen some American cars with much worse reputations for reliability than the Renault. Have you ever experienced an old Ford Taurus? Break out the toolbox!

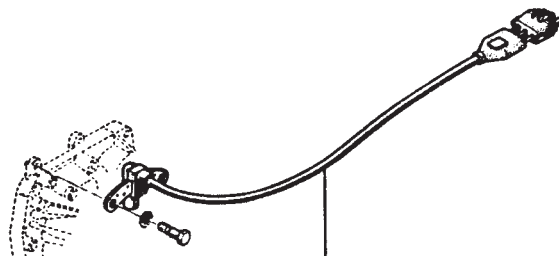
Here is a recent column from The Auto Doc, Junior Damato:

**Dear Doctor:** I own a 1986 Renault Encore 1.4 litre engine, with a five-speed manual transmission. After I drive for a half hour or more and shut off the engine, it will not restart for an hour. Another problem occurs when I shut the engine off: The gas pedal actually clicks a few times. None of the mechanics can agree on the cause of either problem. Can you help? — Frank

**Dear Frank:** The most problem restart problem involves the ignition control module. Running a few simple tests when the engine doesn't start is the best way to test the old Renault's system. As for the gas pedal clicking when the engine is shut off, and out-of-range or adjusted-throttle position sensor is likely the problem. The other problem is finding a person who wants to work on this car. This Renault was never on my top 10 list.

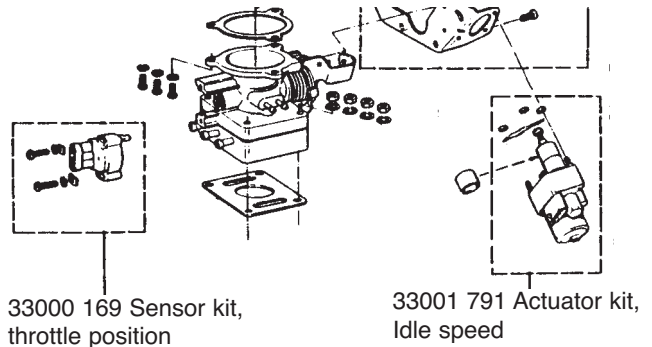
After reading this column I just had to write Mr. Damato and put my two cents in. We know each other from past correspondences and about the Renault Club. I suggested a long while back that he refer his Renault patients to us. I did not receive any word back from him.

So this time I wrote him back with the French cures needed for Frank's Renault Encore. I suggested a prescription #11, part # T1349559 a crank position sensor for the start problem. We know these sensor heads go bad down below on the tranny. For the gas pedal clicking on shutdown I would recommend prescription #10 an actuator kit part# 33001791, and #11a throttle position sensor part# 33000169. The old actuator on my Alliance Convertible clicked all the time as it had about 100,000 miles on it but it still did its job. I could live with that, and so could Frank. In closing, I can only hope The Auto Doc will send Frank our address so we can help him keep his Encore on the road.



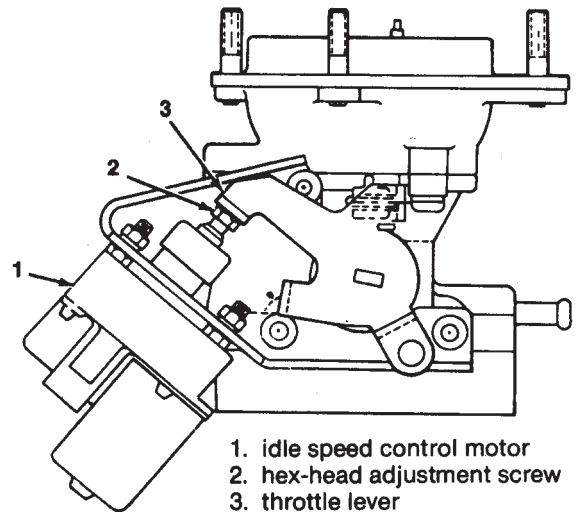
T1349 559 Sensor, ignition

Since Jesse originally sent me this story we have an update and it is a happy ending. It turns out Frank Szabo is from Lindenhurst, NY, out on Long Island and one day he wandered over to West Babylon, where Jesse bumped into him. It turns out that Jesse saw a total of three Renault Encores that day, but that is another story. Jesse gave Frank a club application and gave him his prescriptions. Frank has since joined the club, and Jesse put him in touch with his parts supplier. So by this point I would think that Frank's Encore problems are behind him. Let us know if we can be of any more help in the future Frank and welcome to the club.

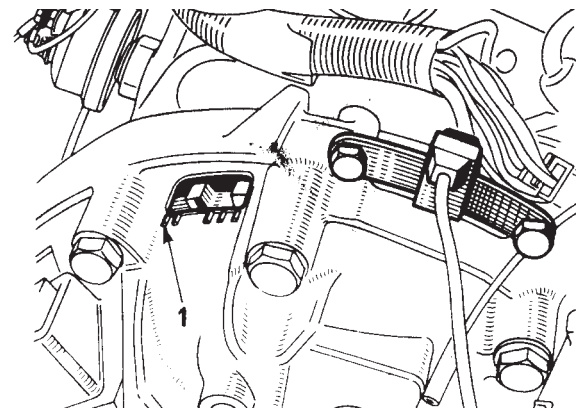


33000 169 Sensor kit, throttle position

33001 791 Actuator kit, Idle speed



- 1. idle speed control motor
- 2. hex-head adjustment screw
- 3. throttle lever



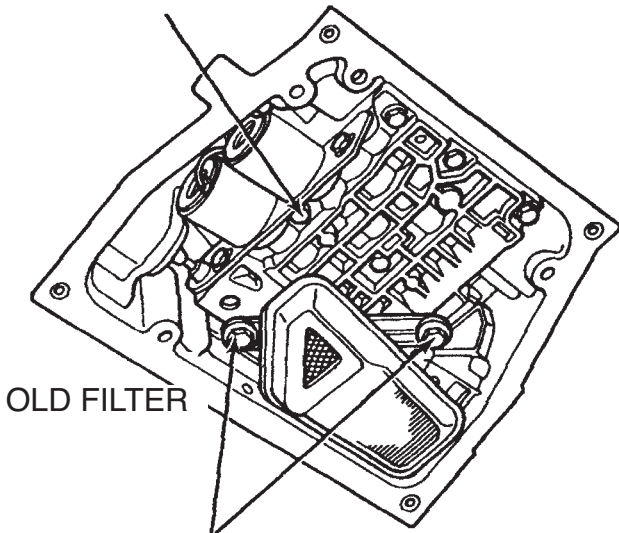
## Prologue MB3

By Jesse Patton

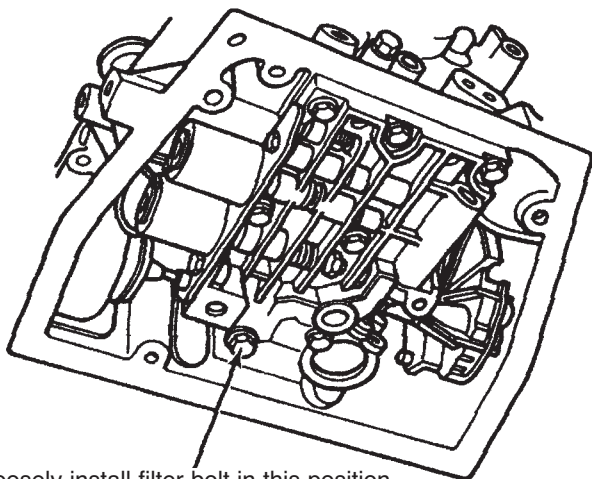
What comes around goes around. In late December I finally got around to having my transmission fluid and filter changed. I went to Herbee Dodge in West Islip, New York, and had parts man Colin Morgan order me up a filter and pan gasket a few weeks earlier. With these finally in hand I headed over to Dealer Solutions in Farmingdale and had my good buddy, Jerry Vella proceed to complete the job. We didn't get very far. The filter I purchased at the dealership seemed to be oversized and possibly incorrect. No problem with the pan gasket however. We cleaned the old transmission filter and reinstalled it in the Alliance.

As Jerry has the Mitchell on Demand in his shop, we looked up the '85 Renault Alliance to see why I wasn't given the proper filter to begin with. As it turned out I was! What the Mitchell System revealed is that on December 11, 1989 Chrysler decided to increase the size of the transmission filter for the MB1 and MB3 by utilizing the transmission filter from the MJ3 which was used in Fuego, Sportwagon, and Medallion. Somehow or

Remove and discard this bolt and washer



Remove these bolts to remove filter



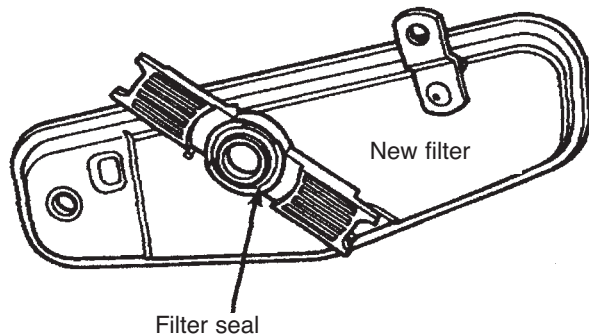
Loosely install filter bolt in this position

another, my Alliance was never updated by Chrysler to the larger filter with the spacer/bolt kit sold by their dealers. This doesn't surprise me as a large number of dealerships no longer wanted to be bothered by servicing these vehicles. I guess that Jeep and Eagle sales and service took a higher priority.

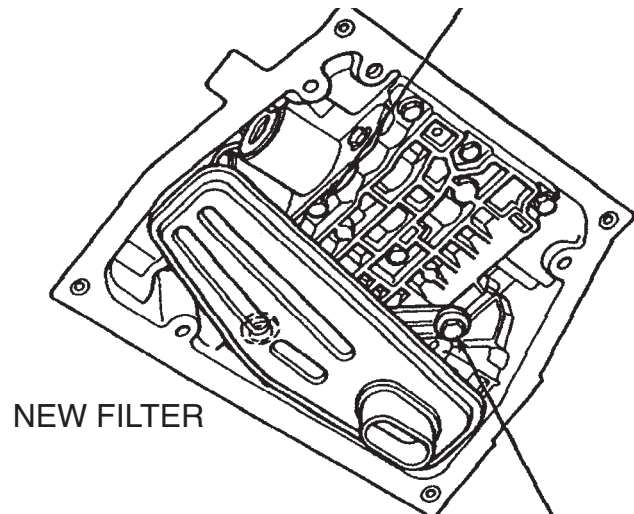
If memory serves, I can recall receiving calls in the past from friends and members who initially queried me as to why they were also being given what they deemed the "wrong" part. I had no answer for them at the time, because I was always buying my pan gasket and smaller correct filter from a aftermarket supplier in a blister pack, it being much cheaper than the dealership prices.

Several days after getting my Renault serviced, I went back over to Herbee Dodge to see if they had any of the upgrade kits (83505742). It turns out that only ten of these kits were still available, of which I bought two costing \$57.80 and coming out of Milwaukee. In the ongoing technical service bulletins you will see exactly what the kit contains and what you will need to convert over to the new style filter. I suppose that you can only clean the original filter so often before the paper element dissolves.

Fortunately, the updated aftermarket filters come with a small bag containing a bolt, spacer, and filter seal. However, you have to purchase the pan gasket separately. Once the



Install new bolt part number J3001607 and spacer J5001254 in this position



Install remaining filter bolt in this position



remaining eight kits are gone you will only be able to purchase individual filters and gaskets. Since we have a number of members in the club operating Alliance and Encores, I would be curious as to how many of you have been updating to the new filter. Maybe you can let our editor know and he can update this story in a future issue.

Many thanks to "Tennessee Sam" Stuckey and Marvin McFalls for their help with this article.



Updated filter with conversion kit seal bolt and spacer

BELOW: One can plainly see the difference in the original filter (left) and original MB3 (right). Updated filter does a better job keeping the transmission fluid a lot cleaner of debris between changes.

Insert springs and valve disks through the cork gasket into their receptacles



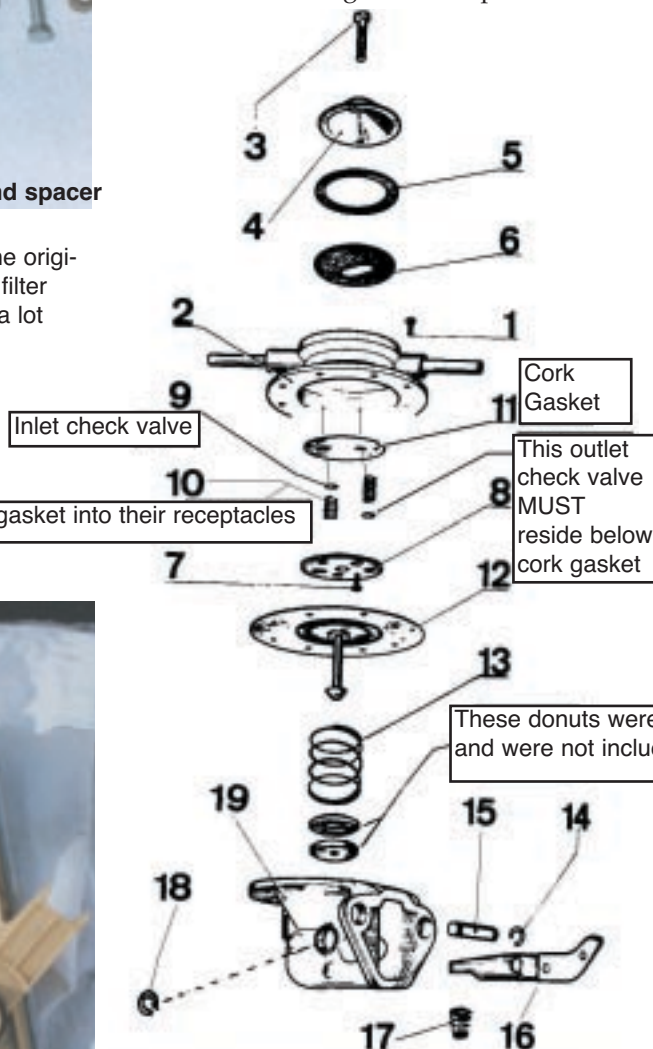
## Tech Session Rebuilding a Fuel Pump

By David Whitley

I recently did a fuel pump rebuild to coax my little Caravelle past 60mph top speed. The kit was \$35 and included two disk check valves and springs, a pump diaphragm and two gaskets: a paper one for the fuel screen and a cork one for the check valves. I found the exploded diagram from Chilton slightly misleading as it showed the cork gasket below the check valves and this seemed to imply that it would be added after the valves were in place. The numbered steps are correct and remain unchanged, but I have added a few notes and redrawn the cork gasket above the check valves and springs. I recommend this rebuild be done off of the vehicle, as removing and reseating the pump diaphragm may be difficult with the pump on the engine. Simply remove the two 12mm nuts to remove the pump. Reuse the oil seal gasket at the pump base.

The drawing has the top of the case reversed, as its lines do not

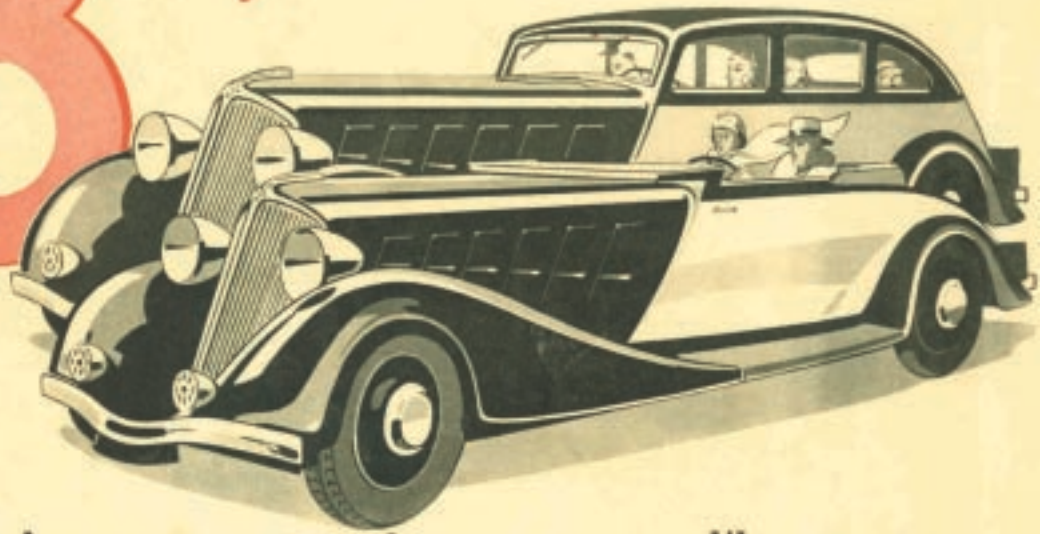
match their respective valves. (The inlet line is slightly lower than the outlet line). It won't matter if you scribe the flange edges before disassembly. Later you'll be sure to get things lined up right with the inlet and outlet pointed in the right direction.



Slide this diagram into your favorite tune-up guide.

Follow the numbered steps to disassemble the fuel pump. Unless you have a mechanical failure, steps 14-19 are not necessary. Pump may remain on the car or be removed by its two 12mm nuts and lock washers (3easy to do.) Take care not to damage the gasket beneath the base of the pump on the side of the engine block. Be sure to identify the inlet and outlet pump lines. It is easy to mix them up. Scribing a mark across the flange edges of the two pump halves will ensure proper reassembly. My pump's outlet tube has a small arrow on top. To clean the fuel screen only steps 3-6 are required. This may be done with the pump in place on the engine.

8 cylindres



Les heures sont faites pour l'homme  
et non l'homme pour les heures.  
RABELAIS.

Le célèbre écrivain pressentait sans doute  
la venue des splendides 8-cylindres **RENAULT**  
**AÉRODYNAMIQUES**  
**SURPUISSANTES**  
**MERVEILLEUSEMENT SUSPENDUES**

qui asservissent la route et le temps et les mettent à vos ordres.

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Pour le grand Sport,  
les belles Performances..

**NERVASTELLA**  
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L' A U T O M O B I L E D E F R A N C E