

Renault News 65



3rd Quarter 2002

August - September



Photo from Francisco Miranda

¡ Huixquilucan 2002 ! - Page 16

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Renault Owner's Club of North America

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R16	(vacant)
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Premier (Eagle)	Chris Davidson

"Renault News" is the newsletter of the Renault Owner's Club of North America. This newsletter is published quarterly, along with the monthly "Marketplace" ads. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. Club publications will closely parallel the collective input of members.

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Editor's Notes:

Issue #65 was a joy to work on. I want to thank **Dogan Karaosman, Jacques Lynn, Jesse Patton, Vincent Gerardi, and Francisco Miranda** for their contributions, as well as **Allan Meyer** finding a very interesting story from earlier this year at Retromobile in Paris. I also want to mention former club member, **Yves Boode** who submitted a short story about his A110. Finally thanks to **Todd Daniel** and **Hector Wintle-Makenzie** from the Renault Owners Club of Great Britain for the help in solving the mystery of the Rogue. 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-July. So we will then change the username back to: [alpine](#) and the password to: [retro](#). 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

I want to take a minute to once again thank our good Friend Rainer Hubner and the German Renault and Alpine Clubs (D'ARC). Each year Rainer sends us the latest Brochures from Renault of Germany, and I use them for various stories in the newsletter. This year he sent an extra surprise. When Jesse Patton opened the box he was quite amazed. It turned out he had sent us a twelve foot tall Renault Flag just like the dealerships use. Everyone attending the event in Dayton will get the first glimpse of the new flag. We plan to build a portable flag-pole and it should catch everyone's eye at the orphan car show. If you don't make it to the event then checkout the website or the newsletter following the event. Everyone will know where the Renaults are parked. Thanks again Rainer, I don't know what we would do without your kindness.

Unfortunately, I am going to end this issue with some bad news. Club Member, **John Callan** passed away on June 20th. Many of you may remember him as a regular contributor to this newsletter or you may have met him at one of the meets in Southern California. He will be missed. His brother recently contacted me as he is putting John's 1963 Dauphine up for sale. If anyone is interested in buying a well cared for Dauphine please look for it in the Marketplace.



New Members

Plamondon, Timothy M. 6110 10th Avenue SW, Naples, FL 34116
H - 239-353-4997, W - 239-641-2979, E-mail: mouseneck@aol.com
1967 Caravelle, White, 1968 R10, Green/White 1983 Alliance

Diaz, Gonzalo, 12089 Lopez Canyon Road, #407, San Fernando, CA 91342
H - 818-896-7782, W - 661-723-2085, E-mail: gonzd8@aol.com
1965 R8 Gordini, blue, 56k miles, 1973 Alpine, blue, W/R5 Alpine Turbo F.I., 1983 R5 Alpine, red, 1976 R5, R1228, red

Winton, John J. 16220 Townline Lk. Road, Big Rapids, MI 49307
H - 231-796-7820, E-mail: musicmanjack@webtv.net
1986 Sportwagon, 2.2 litre, Tan, 48k miles

Aronson, Stephen, 7054 Poco Senda, Riverside, CA 92504,
H - 909-789-9745, W - 909-826-5758, E-mail: steparons@aol.com

Kingston, Jim, 1742 Caliente, Fremont, NE 68025, June 2002
H - 402-721-8280
1985 Alliance Convertible, Red

Gietzen, Joshua, 3415 17th Avenue, Forest Grove, OR 97116-2001
H - 503-359-4358, E-mail: jongietzen@cs.com
1985 Alliance Convertible, Red, 90k Miles

May 2002

Putscher, David H. 1004 Dilworth Road, Wilmington, DE 19805
H - 302-994-8077, W - 302-999-2648, E-mail: banzai@wserv.com
1977 R1326, Bronze

Adgate, Frank D. 320 Woodbridge Drive, Aiken, SC 29801,
H - 803-642-4531, E-mail: fda72@aol.com
1981 R18i, R1358, Silver, 143k miles

King, William G. 124 Limpawaug Road, Redding, CT 06897,
H - 203-938-3111, W - 203-866-5551

Fox, Peter, 51 Ballantyne Brae, Utica, NY 13501
H - 315-724-8658, E-mail: r10renault@aol.com
1967 R10, White, Needs Restoration

Parish, Robert, 2519 Snapdragon Street, Bozeman, MT 59718,
H - 406-585-5579, W - 406-388-1351
1963 Caravelle, R1131, 39k miles, 85 Alliance Engine

Schaefer, Richard G. 1410 Hayes Road, Muir, MI 48860,
H - 989-855-2375

Thompson, Jeff, 205 Middlefield Road, Boulder Creek, CA 95006
H - 831-338-4101, W - 408-745-8376, E-mail: montedog@pacbell.net
1973 Alpine, A110-1300, Blue, 60k miles, Front Radiator, Gotti Wheels

Moglia, John D. 2346 Condun Drive, Columbus, OH 43232,
H - 614-863-4822, W - 614-306-6827
1966 Caravelle, Red, 97k miles, R10 engine with performance mods.

D'alto, Pino, 1314 Bloomfield Street, Hoboken, New Jersey 07030
H - 201-798-8898, W - 201-795-0274, E-mail: pete3521@aol.com
1982 Alpine A310, White, 60k miles

Left: John Callan's Dauphine at the Southwest Unique Little Car Show, Long Beach, CA in 2001. Photo from A. Meyer

Renault News

From around the world

Espace Gender Bender

Renault Espace minivan, scheduled to be launched this fall, has undergone a gender change. "It's a boy," said Renault's program manager for luxury cars, Yves Dubreil. "The old Espace was a female; this one is masculine." Gone are the soft, rounded shapes of the first Espace, designed in the 1980s. The redesign has a longer nose in a more chiseled face, wider fenders, higher wheels and larger tires. It's also six inches longer. It gets more power, too. Nissan will supply a 240-hp gasoline engine and Isuzu, a 165-hp V-6 turbo diesel.

Millionth Renault Kangoo!

The millionth Kangoo left the MCA assembly lines on April 3. Since it was launched in October 1997, the model that echoes the relaxed practical qualities of the 4L has appealed to buyers looking for a comfortable, functional vehicle. Within a few months, the car and van (Express) versions of Kangoo were available, followed in the spring of 1998 by the Pampa off-road version. Next came the high-volume and double-cab versions, much appreciated by tradespeople. In July 2001 a new range of cars and LCVs was introduced, with new engine options, and in September of that year the 4x4 version was launched. Since the start of 2002, the 4x4 has accounted for 17% of Kangoo sales in France. Finally, since December 2001 Kangoo has been available with a 65bhp 1.5dCi diesel engine that has the lowest fuel consumption in the small purpose-built van segment.

Disneyland and Renault Part Ways

The Partnership with Disneyland Paris came to an end on April 12th after 10 years. It gave Renault exclusive right to supply Disneyland Paris with a fleet of vehicle and resulted in the launch of special editions of Espace and Kangoo. The contract was not renewed because Renault's commitment to Formula 1 has become the focus of the brand's communications strategy.



News from Turkey

By Dogan Karoosman

Nothing much seems to be happening here at the moment, except for our normal economic difficulties. The government says the crisis is all but over, however the markets do not seem to be informed of this fact! Everything seems to be in idling mode. Nothing is stirring at all. Car sales are still slumping and are being kept up by exports. There are still some optimists that seem to find markets so that no automotive bankruptcies in the pipeline. In fact judging from recent developments, the country is on the way to becoming the major supplier of LCVs to this part of the world (a LCV is the European term for a mini van or station wagon).

Judge it for yourself; Ford just finished a large new factory, which will be building the new small model called the Transit. There is even talk of shutting the European factory and shifting the whole production here. We will see how this develops. Peugeot has also ordered 4500 Partner vans from the local maker of J9 mini busses. Renault is also making the Kangoo as you may know. To all this we have added the Clio Symbol and Megane SW that are only made here. Now Fiat has joined the bandwagon with its Doblo van, taxi, and station wagon. These vehicles were recently shown at the European car shows and orders are pouring in. In fact nowadays the factories are selling more LCVs than cars. A strange state of affairs.

There is also quite a choice of engines. For instance the best models of Renault and Fiat come with 1.6 litre twin-cam 16-valve engines with between 103-110 hp with fuel injection for good performance and economy. Which is of prime importance these days of \$4 a gallon for gasoline.

Renault Publicity



From "American Motoring"

Contributed by Jesse Patton



Tommy Archer, left, and brother Bobby.



More Bargains. . .

We are pleased to announce that American Motors has recently entered into an agreement with one of the largest suppliers of premium items in the United States, Anchor Marketing. On the adjoining page you will see pictured some of the many fine values being offered exclusively to our readers. We have attempted to provide you with quality items at reasonable prices and hope that we have solved some of your year-end shopping problems.

American Motoring is sent to you compliments of your American Motors/RENAULT dealer, whose name and address are on the back cover. Direct inquiries or comments to: American Motoring, Suite 370, American Center Bldg., Southfield, MI 48034.

Renault Bags Champion Challenge Titles

The Renault racing team of Tommy and Bobby Archer has swept to championships in both the Manufacturers and Drivers competition in the annual Champion Spark Plug Challenge schedule of 12 events at locations across the country.

Tommy clinched the Manufacturers championship September 9 by placing second at Pocono, Pa., with Bobby finishing third. The brothers, from Duluth, Minn., will compete for the Drivers title...no other driver can catch them.

The Archers not only have won eight times in 12 races, but have finished 1-2 in six of these triumphs, Tommy finishing first at Sebring, Fla.; Mid-Ohio; Detroit Grand Prix, Portland, Ore.; and Sears Point, Calif., with Bobby the winner at Road America, Elkhart Lake, Wis. Tommy also won at Riverside, Calif. and Laguna Seca, Calif.

Completing the schedule are races at Michigan International, Watkins Glen and Daytona Beach...with the Archers expected to add to their championship margins.

Tommy drives a PPG Industries Renault Alliance and Bobby handles a Renault Encore hatchback. In most races, the brothers have battled each other from start to finish in their distinctive bright yellow and black sedans.

Their performances this year are even more impressive because they have defeated more powerful Daytonas, which dominated the Challenge competition in 1983. Renault had won in 1982 and the Archers successfully campaigned to regain the title for Renault in the Manufacturers competition.

The Dodge vehicles have 2.2 liter engines and the Renaults, 1.4 liter power plants.

Carlisle 2002

By Marvin McFalls

The Import show at the Carlisle Fairgrounds takes place each May. It is becoming an annual meeting place for the club. This year's event looked promising. As I left Tennessee on Friday afternoon it was 82 degrees, but by the time I arrived in Pennsylvania that evening the temperature had dropped below 60 and it was starting to rain. By the time I woke up Saturday morning the temperature was down in the forties and the rain was still hanging around. I arrived at the fairgrounds shortly after 8AM and by nine I had my Fuego Turbo in the show field and began to set up the Club display.

It was kind of lonely as I was the only Renault, but that would soon change as Ray and Nancy Dietz drove up with two R18i wagons. As we were getting reacquainted, John Vogler and all the local Renault owners drove up. In four GTAs, an Alliance Convertible and a Sportwagon. By noon we had two more arrivals, Bob Robinson in his Medallion Wagon and Les Woods in his four-door LeCar. After checking out some of other cars in show field and the vendors, it was time for the Car show.

As I passed out the ballots, Eric Tegler from Autoweek Magazine arrived. He was doing a story about my Fuego for a future issue of the magazine. As Eric and I discussed the car everyone made their selections and then Ray and Nancy tallied up the votes. The final results were: Honorable Mentions for John Mullins in his White GTA and me in My Fuego Turbo. Third place went to Mike Allen in his Sportwagon, while the first runner-up was Dan Hawm in the other White GTA. This year's winner was John Vogler, who displayed both a black and a silver GTA.

Following the car show, we had a couple hours before we had to go to the swap meet and picnic. So I decided to check out some more of the show cars, when I came back another Renault was pulling into the field. It was Jeffrey Masoner, in his two-door LeCar that he recently

bought from Brent Bartley. It was a very slick car with only 43k original miles. I would say he would have given John a run for his money in the car show if he had arrived in time. We had one last surprise visitor before we left the fairgrounds. Clayton Hoover and his father showed up and stayed for a short while. Clayton drove his Silver GTA, but he didn't bring it to the show field.

By now it was nearly 3PM and the weather had improved slightly. It had stopped raining and the wind died down a bit. We were ready for the Caravan to John Vogler's house for the swap meet and picnic. We enjoyed a scenic ride to John's house, and then he directed traffic to get everyone parked at his house. At this point everyone unloaded his or her wares and the trading began. I was able to sell a few parts and traded with Ray Dietz for several R17 gaskets I needed as well as a manual. All and all business was a little slow but we had a good time. Once we packed all our newfound parts into our cars it was time to eat. John and his wife had done a fabulous job getting everything ready, and I must say it was quite a spread.

After filling up on food, it was nearly 5:30 and Les Woods and I went back over to the fairgrounds. We talked for a few minutes and then Les headed over to a Citroen Club Dinner. I packed up all the club's display items and headed back towards Greencastle, PA. I was really tired and went to bed about 9:30PM. The next morning I woke up early and had some breakfast, cleaned some dead bugs of the car and headed back to Tennessee. I made it home shortly after 4PM and had the car nearly unpacked by dinnertime. I had traveled a little more than 1100 miles, and except for the bad weather had a pretty good weekend. I look forward to returning to Carlisle again and especially want to thank John Vogler for all his hard work. Carlisle will continue to be an annual event for the Renault Club. If you ever get a chance to attend, I highly recommend it.





Above: Panhard PL-17.



Panhard Dyna "Junior" above.
Peugeot 404 Cabriolet, below.



D-B Panhard, above.
Peugeot 404 and 403, below.



A Renault for Easter

Story and Photos By Marvin McFalls

Over the Easter weekend I was planning a trip to see some friends in Northern Virginia. Around the time I started planning my trip, I heard from club member Scott Hornbaker. He was in need of parts for a Dauphine he was starting to restore. It turned out that he also had a 1983 LeCar he was looking to sell. After much discussion we worked out an arrangement, and I planned to pay him a visit on Good Friday to pick-up the LeCar.

It turned out that both of us were off from work that day, so I left early that morning and drove nearly 500 miles from Kinston, Tennessee to Lincoln, Virginia. I made good time and arrived around 3PM. After getting aquatinted with Scott and his wife, we took the little Green LeCar for a ride. The car needed a lot of work. The previous owner had overheated the car. Scott had the head milled, replaced the gaskets, and got it running again, but never did any more work to it. The paint was faded and the interior was very rough, but it seemed to run pretty good so I figured I came this far, I might as well give her a go.

Scott has been a Renault owner for decades. When he was a kid he owned several Dauphines, and recently sold his Caravelle. He currently owns the Dauphine that he is restoring and drives a 1986 Alliance. After taking several pictures of his cars and my new car, we began talking about his job. Scott works for Mack Trucks in Maryland. As many of you may know Mack, is owned by Renault. It turns out they build Engines and Transmission at Scott's plant, and they have a Renault Stamp cast into every block. Renault V.I. builds the same engines in France for use in Renault Heavy-Duty Trucks.

Next we took a close look at his ground up restoration of the Dauphine. Scott had the car completely torn apart and had to cut out the floor pans and the passenger-side fender well. This is very common for these cars. The battery box is on that side of the car, and when the acid would leak out of the battery it would cause all the paint to fall off let alone what the acid would do to the metal itself. It turns out that Scott is a good metal worker (Just how good I would soon find out) as he was able to make new floor pans, and he was able to find some NOS rocker panels, but he is still in need of a fender well and battery box to fix the right front corner of the car.

Before leaving I went in to have a drink, and look at a few other things Scott had made. He had custom built several metal shelves and then the big surprise was a beautiful, hand-made metal banjo. It turned out we both like Bluegrass and he played a few songs before I headed back to the rat race. What a race it was. Going thru D.C. it took more than two hours to travel sixty miles, but I finally made it to my friend's house about 7:30 PM. I was ready for a good night's rest.

On Easter Sunday I headed back to Tennessee with the little green Renault. Unfortunately it rained most of the way back. I made it back to the Renault farm that evening and unloaded the car. Since then I have put the interior from a LeCar Sport in the car, all the lenses, and replaced the steel wheels with mags. Now it is time to start working under the hood. Hopefully I will get it back on the road after the Carlisle meet.



Butter Baby

Story and Photos By Jacques Lynn

Sid Christy, a founding member I believe, passed away about a year ago, and Clancy Mendel and I picked up all his Renault parts and I got two of his cars, an R1192, R10 and a 4CV. He had restored them both, but in his decline could not service them or repair them or even keep them inside. They deteriorated for about 5 years sitting before I got them. I ended up selling them both as is and the guy who bought the 4CV was a body repairman from Newport Beach north of here. He called me up the other day and said he wanted to sell it back because his business was so busy he no longer had enough time for it, but he had completely customized and repaired the outside to show quality (no putty, no rust etc.). The body was in primer waiting for the final finish. The primer turned out to be very expensive kind (epoxy type with hardener). And he had the highest quality base coat clear coat paint, reducer thinner, hardener, etc. PPG Deltron brand.

The motor is Dauphine, and according to Sid Christie needed a new clutch. It has a 318 4-speed transmission I believe, and the brakes now work thanks to Carlos. He had Frenched the headlights, completely eliminated all the visible seams, eliminated the outside door locks, windshield wipers, and customized the fender intake grills. I can see he spent a great deal of time on getting it just right for him. The upholstery is all good, fitted with scaled down R10 front seats in red with a gray headliner. There is still the final paint to apply and the interior to paint and trim to polish, one bumper needs re-chroming. But all the pieces for the outside are there in boxes.

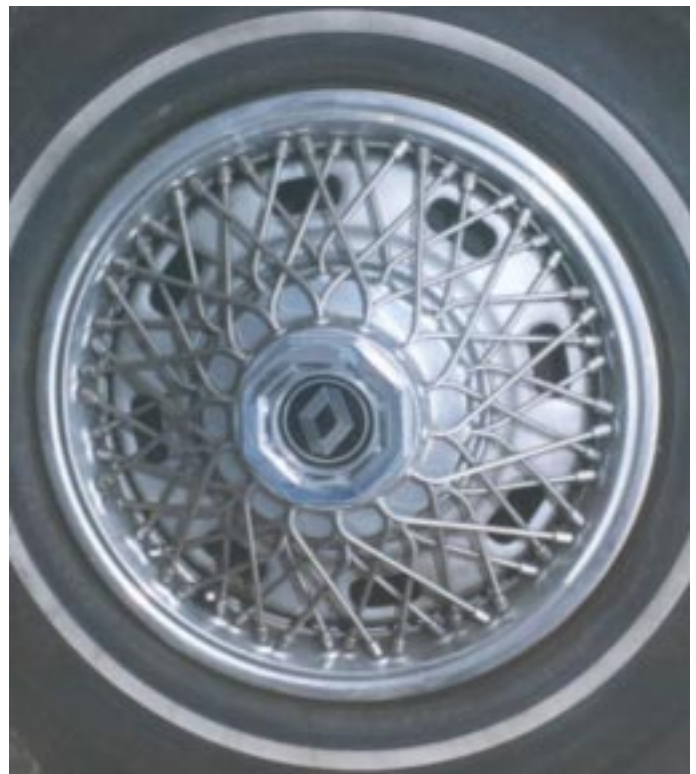
I bungeed the two front doors shut and pulled her South behind my old Peugeot 504 Diesel. 3/4 of the way home on the freeway I hear a thump and look back to see the driver's door had opened and was blowing back into the car. Butter Baby was trying to commit suicide. Oh well there is a dent or two now to take out, but not much worse. I will slowly begin to finish the job that Carlos had begun, unless I can find an interested party who would like to do it. I could let her go for \$2000 as is. I should not have any problem selling her after I get her dolled up. I get people nearly every day wanting to buy Butter Pat. I tried telling them she wasn't for sale, but some still persist, so I found it easier to just say \$20,000 dollars and hear them shut up.

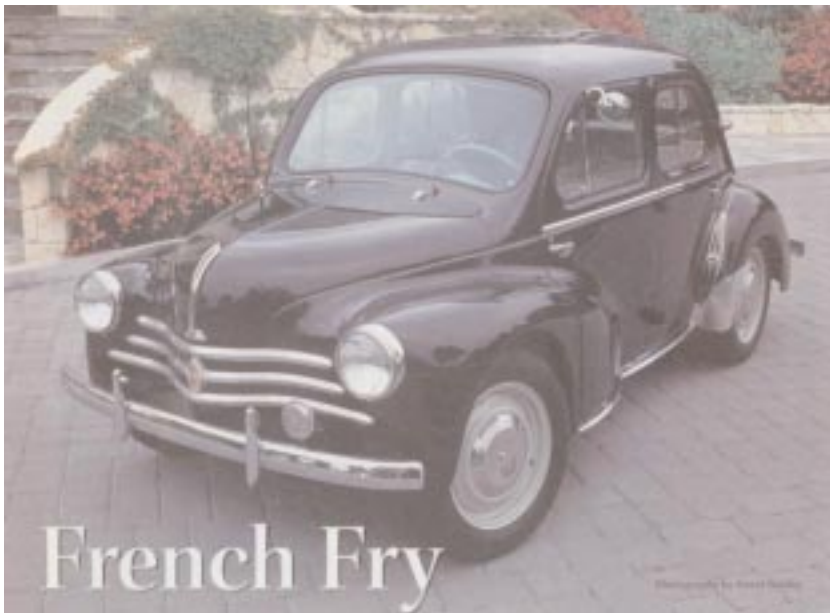
Right: Wire wheel accessories sold by Renault-AMC dealerships back in the mid-80's. Made by N.I. Industries in Duffield, VA. Rather rare now but some turn up every so often!



Extra Points Jesse's Hubcaps

Jesse Patton recently sent me a nice photo of the wheel covers he got from club member, Clayton Hoover. He wanted to thank Clayton once more and show everyone was his good-looking hubcap with the Renault emblem look like.





All Photos this page by David Gooley

By Jacques Lynn

Hemmings Motor News has many publications other than their famous monthly classifieds. One is called Special Interest Autos. This particular publication features stories on lesser-known makes and models and even many long forgotten models. The April 2002 issue featured a story on the Renault 4cv. The story itself is just a general overview of the car, but the cars featured are of particular interest to club members. The first pictures featured are of founding member, Bill Cramer's car, which I believe he has now sold. The remaining photos are of club member Clancy Menzel's car. I helped in his excellent restoration, mainly with engine parts.



He jazzed the car up a little with a 'Frog' as a hood ornament and one on the dash. I think that is the reason that Cramer's car was used in the close-up shots of the car's exterior. A green frog perched on the hood wouldn't be Kosher. If you look closely you can just make out the frog in front-on shots and interior. In the Hemmings article the author says, "seats/interior were better appointed than its Citroen 2cv and VW Beetle rivals". We had to laugh because of course Clancy's two-tone Velour upholstery was not original. Also the steering wheel center was also not original. It was from a Dauphine, the only emblem I had at the time. Enjoy the photos.





Both photos above
Menzell 4 CV from
Southwest Unique
Little Car Show,
Cottonwood, AZ. By
A. Meyer



3 photos: above, left
and below by David
Gooley.



Alliance Convertible Escapes Certain Doom

Story and Photo By Vincent Girardi

A friend of mine has operated a junkyard in Huntington, Long Island, for many years. I had worked there dismantling and towing junk cars. We have maintained a friendship since then. Years ago when I worked there, many Renaults were scrapped (mainly Alliance and Encore). Being rare now, I asked him to call me anytime one came in. Finally the day came about six months ago. He asked if I would be interested in a 1986 Alliance Convertible. Someone who ended up giving it to him for free had towed the car in with a rope.

There was no title, only a signed lost title form (No good if you want to save the car to drive). Nonetheless, my car buying compulsiveness took over, and I brought it home for \$75 and I raked the back street of the junkyard of leaves and garbage. I was quite happy. What about the title? Six months later this has been achieved with the help of the original owner, in whose name the car remained even though it had passed to relatives.

Now I have this car a Green DL model which runs very well with no engine or exhaust noise, but it needs mounts, transmission seals (axle), window regulators, rear brakes, and some tidying. It looks ok with no rust, but one dent on the hood. The old owner has told me that after 50k miles, the car became very needy, but at least it is still around. With any luck, I'll be driving it this summer. Perhaps then, after some attention, it can pay me back for helping it make its escape from the automobile graveyard. Unfortunately, I am now up to ten cars, and time is the issue here. I will now move it to top priority now that I have ownership.



RENAULT MUSEUM

Text and Photos By Chris Dubuque
(Northwest Citroën Owners Club)

Talk about being in the right place at the right time. My friend Jean-François de Laitre from Lyon helps out at Jean Blondeau's DS/SM parts booth at the various car shows around France. This February, we ran into Jean-François once again, at Rétromobile in Paris. After talking about all sorts of subjects with Jean-François (ranging from the Boeing prototype 707 Dash 80 to the French rail system), Jean-François told us to sit down and wait a bit. He disappeared into the formidable Rétromobile crowds for about an hour. We began to wonder if he had forgotten us. But when he returned, he simply asked us if we could come back to Rétromobile again tomorrow and wait by the Renault display. We agreed.

So the next day we again made our way to Port de Versailles and Rétromobile. We waited at the Renault display as instructed. A small group of other Americans met up with us - some we knew and some we did not. Eventually, a distinguished gentleman with a Renault badge clipped on his suit

asked us to follow him. We obliged. We followed him out of the Porte de Versailles grounds to a waiting chauffeur-driven vintage Renault limousine from the early 1930's! Our eyes lit up! We climbed in and were driven along the Seine River to the Southwest corner of Paris. We started seeing signs for "Billancourt" and we knew where we were going. The Renault factory in the Southwest corner of Paris.

As it turns out, the Paris factory at Billancourt is more of less abandoned. Some of it looks as like Alcatraz - old and gutted out. But there are pockets in the original complex that are still in use. One of these pockets is the museum and the restoration center. We were being given a private tour of their museum and their restoration operations! Due to a few language barriers, our hosts more-or-less gave us the free run of the place. We wandered from room-to-room and building-to-building looking at the wonderful exhibits!



Above: Chauffeur and Classic Renault
Below: Wooden R 16 model



There were rooms with rally cars, rooms with brass-era cars, rooms with technical displays, rooms with new prototype cars, and more. Hundreds of cars! We even got to stroll through their workshops and watch restoration work in progress!

Clearly, Renault has taken their history much more seriously than has Citroën who (until recently) has seemed to go out of their way to forget/loose/ignore their history. Renault even saved the original small building from a century ago where the first Renault



Above: "Disaster Ship"
Below: Renault Rallye department



Below: Brass-era Renault



Renault Museum

car was built. It is sitting in the middle of a park on the Billancourt grounds. Shame on you, Citroën.

After a few hours at the museum, we were driven back to Retromobile, but not in the vintage Renault. Instead the half a dozen of us were driven back in two prototype versions of a new car by Renault called the Avantime. Trippy!

Thank you Jean-François! We had a great time.



May Meet (in June)

Story and Photos by A. Meyer

The May Meet, sponsored by the Northwest Citroën Owner's Club was held June 1 on Vashon Island, WA. Vashon can only be reached by using Washington State Ferries, not a cheap proposition unless one lives on the island. Thus, everyone was surprised and gratified when about 25 cars showed up at Paradise Ridge Park.

Terrence McCosh brought and entered his Caravelle, while a phantom R5 appeared for about half an hour. Other French cars included a Peugeot 403 Break and most types of Citroën. At least one Lada Samara showed up just for the principle of it.

Several games took place, one involving a Citroën 2 CV with the rear wheels placed on omnidirectional dollies so that the car behaved as if on ice. The object was to drive the car through a slalom course in the parking area. Needless to say, the local horse-owners (a humorless lot even for Vashon) were rather tweaked during dressage practice. Best time was 42 seconds.

The evening dinner and presentation included the "Citro-Jopardy" game testing knowledge of Citroën trivia- won by Andrea Swan of Victoria, BC (who has a Renault at home).



A Datsun in the Headlights

Story and Photos By Yves Boode

Just a little word about crossing Datsuns. Most of you know the feeling of a deer standing next to the road. You don't know what they are going to do, and most of the time they will just go on minding their own business. Sometimes, though, it seems way more interesting at the other side of the road and they have to cross instantly.

Recently, I went to Race School at Gingarman in Michigan. One of the students was a 17 year-old Datsun Driver, who did real well. That was until the final session of the day. The organizers called it a race, and after two turns in the first lap, this guy steered in way too late and understeers off the track. As a good Nascar fan, he kept standing on the gas and steering, so he managed to get on the track again, just in front of me. Too bad it was under a 90 degree angle. See for yourself in the photo.

I continued to take part on Sunday even with all the damage. I had a good time and the car ran like a dream. Hope you'll never meet a Yellow Datsun, or a deer up as close as I did. Keep the Alpines rolling.

Editor's Note: Since Yves reported about his run in at Gingarman he has had his A110 in the body shop and it looks much better. Hopefully we will see the whole car back in French Racing Blue real soon.



Huixquilucan 2002

By Francisco Miranda

As every year, The International Concours D'Elegance, a very important event that the Jaguar Club puts together, took place last May 18th & 19th at Huixquilucan, Estado de Mexico. Huixquilucan is a nearby town to Mexico City about 70 kilometers away. It is the event that gathers more attendees both public and collectors, and most of us take some time to prepare our cars so they show their best qualities.

The club members met near the highway entrance to ride together. Some of us started before, because with our 845 cc engines, going uphill, we cant go over 60 Km/hr. Miguel Garza had the idea of towing his 1093 with his 1090, so he was actually the first to start the way, and we shortly overtook him. It is a very nice road, the last part very winding and downhill, so you have the chance to speed up a little and a last check-up of the car!

This year the Renault Gordini Sport Club was invited with 34 spaces, but only 24 of them were Renaults, as other members drove other makes or did not showed up. The new Alpine Club was invited as well, with 16 cars. As we were parked lets say back to back, the attendees saw 40 Renaults all together! We had a great spot of the event, as we were right at the main pedestrian entrance. People coming in saw us first, so we had plenty of attention from most of them.

The event had 543 classic cars in total, 15 car manufacturers were on display, so you can imagine it was very car-full weekend. Nearly 20,000 people attended during the weekend. Saturday was a bit hazy but on Sunday the sun shone strongly. Both days' temperatures were on the 75-82°F (24-28°C). Our friends Alfredo and Zaida that all Gordini Club members brought some food and drinks, so the informal party was very cheerful organized it. It is always great to have a toast with friends while enjoying a nice red wine.

The "Renault de Mexico" stand was also in front of us, so we could appreciate the new Laguna, Clios, Scenic and also the history through the years with the Dauphines, R5,

Dinalpin, R8's, R10, etc. A nonmember of the club brought a Juvaquatre, not in original state, but it looked nice. Also an R21 was on display.

The voting this year was like this: Every member had a voting ballot and you had to vote for all Renaults of the Club registered for exhibition, in a 1 to 10 scale depending on the state of the car, carefully watching details and overall presentation. Three categories were open, so we had Sedan, Dinalpin and Alpine (Which included modified Dinalpin, with racing looks or modified engines).

The cars of the Gordini Club members' were:

4 Dauphine (2x 1090, 1x 1091, 1x 1093)
3 R8S
15 Dinalpin (2 Cabriolet, 13 Berlinette)
1 R10
1 R4L

The results of the contest were:

Sedan category:

Francisco Miranda	1960 Dauphine 1090
Fernando Roldán	1974 R8S
Samuel Gutierrez	1970 R10

Dinalpin category:

1	Alfredo Doc Sevilla	1966 Cabriolet
2	Alejandro Rubio	1967 Cabriolet
3	Alejandro Marín	1966 Berlinette

Alpine category:

1	Jesús Ramírez	1969 Berlinette
2	Jorge Escobedo	1973 Berlinette
3	Alberto Pedroza	1970 Berlinette

A nice trophy of a shiny metal jaguar leaping fixed on a wooden base was granted to the winners and in our case handed by Patrice Ratti, CEO of Renault de Mexico, but the President of the Jaguar Club amongst other personalities of the automotive world were also in





Huixquilucan 2002

attendance. The Best Car of the Show this year was a 1928 Cadillac Roadster. We thank our friends of the Jaguar Club for making us part of their important event and we look forward for next year contest.



Very knowledgeable persons of the Renault Sport world recently formed the Alpine Club. Alberto Gironella is a good example of them as he even worked in Dieppe at the Alpine factory. Alejandro Konstantonis, Roberto Wolf, Juan Calvillo, are some of the founding members. They have unique cars in pristine condition as the R8-Gordini, Clio V6, and Alpine 1600S, Alpine 1100G, R5 Turbo. I would safely say that it is the first time ever; we had the chance to see all of these beauties together. Three of the cars were brought from Monterrey, about 800 kilometers away from Mexico City. I can tell you it was worth all of the efforts with the impressive display made. Congratulations to the new Club.

The cars on display by the Alpine Club were:

2 (1966 & 1970) R8-Gordini

1 (2001) Clio V6

7 (1984-1985) R5 Turbo (1 Turbo & 6x R5 Turbo II)

1 Alpine 1600S

5 Dinalpin with assorted engines (1x 1100G, 2x 1400cc hemi-head, 1x 2 liters, and 1x 1300).



Talisman...

From R & D Renault Communication

...Is a new way to feel interiors.

In a world of abundance dominated by information and technology, perhaps genuine luxury rather consists of simplicity, restraint and a sort of absence of obvious signs. This in any case, is the message that is delivered implicitly by Talisman, the latest [October 2001] Renault concept car, whose elegant, simple and highly readable lines conceal great technological sophistication. This insistence on sparing design is emphasized by the exterior with windswept lines that are fluid, muscular and generously proportioned. After deploying the larger butterfly-opening doors, this trend is also found in the cabin. Designed as a simply decorated yet sensual alcove, both restful to the eyes and satisfying to the senses, the Talisman interior has been designed making use of a deliberately simple plastic vocabulary. It contains certain choice items, such as the seats shaped like folded sheets of bookbinding leather that marry the form of the body, pedals that are treated like objects of the jeweler's craft and a dashboard with a profile derived from an aircraft wing. Every button and knob has received the same attention to detail. Indeed, in the luxury universe, detail does not exist.

This deliberately spare approach is accompanied by numerous technologically innovative resources, such as seat structures in carbon fibre. Covered in a stretch fabric, their seat contains a balloon of air that inflates or deflates to adjust the seat height. The seats themselves do not move - it is the dashboard and pedal assembly that slides forward or backward to adjust to the height of the driver. This ensures that the rear passengers always have the same amount of legroom available. The car starts using a hands-free low-frequency card badge which also controls door and boot opening and locking. A voice-commanded 16/9 multifunction screen located in the upper part of the dashboard shows a panoramic rear exterior view using three external cameras. The screen also displays information from the navigation, stereo, air conditioning, alert and safety systems.

A new take on the grand tourer tradition, Talisman places technology at the service of driving pleasure and passenger lifestyle through a form of direct dialogue with the occupants - a truly modern concept



The Mystery of the Rogue

By Marvin McFalls

After meeting Hector Wintle-Makenzie of the Renault Owners Club of Great Britain, we discussed some of the projects we were working on he mentioned a fellow in Pennsylvania who owned a car built by Plasticar Inc. I told him that I had just done a story about the Rogue and Marquis and was looking for these cars. He told me the owners name was Todd Daniel and he gave me Todd's information. It turns out that Todd had been a member of our club for three years but he had let his membership lapse before the article came out in issue #63. Well the good news is that he is going to rejoin the club and bring the Rogue back into the fold. Todd gave me the history of the Rogue, as he knows it.



There has been international interest in the Rogue since it was shown at the 1954 New York International Car Show and has been connected to both the first Alpine cars and Louis Rosier's racecar. In 1952 Le Mans winner and racing ace, Louis Rosier, had Motto of Turin Italy to make a coupe on a 4CV chassis. By 1953 Louis Rosier makes a Barchetta spider special based on the coupe. His son Jean-Louis Rosier races the car at Le Mans and finishes 3rd in class. A second car is made in fiberglass in association with the American firm Plasticar of Doylestown. American businessman, Zark Reed was the key player in the deal, which leads to the building of the prototype.



Both the Rogue and the Marquis the Alpine prototype coupe are shown at the New York International Car Show. Plans are made by Plasticar of Doylestown to market the Rogue in the United States. License agreements are made with both Louis Rosier and Jean Rédélé of Alpine. A deal is made with Renault of France to supply 150 chassis. However, the American engineers do not work well with the European rear-engine drive. After a short time Jean Rédélé arrives at Plasticar's facility to see his prototype the Marquis parted out with the drive train in the Rogue. All deals fall through. Jean Rédélé ends up purchasing the chassis from Renault and the Alpine brand is born.

The Rogue's history for the next 5 years is unsure but we know it competed in road races in the northeast of the U.S. In 1959 The Rogue is



purchased and run at hill climb races for a few years by Larry Yoder and Ronald Fitzgerald of Souderton, PA. (They recently visited Todd Daniel's shop and saw the Rogue for the first time in forty years.) The history gets a little sketchy in 1962, as Yoder and Fitzgerald sell the car to another racer. By the Late 70's the car is to be scrapped. Although it had been disassembled, the tow truck driver recognizes the car from his youth, as he knew Larry Yoder and Ronald Fitzgerald and had driven the car. He saves it from destruction and stores it in his barn.



In 1997 Todd Daniel purchases the car, and begins the restoration. Over the next five years he pieced it back together and in 2002 the restoration is completed. The car is to be raced with the VSSCA, Vintage Sports Car Club of America. If you get a chance to get out to an event this summer, say hello to Todd and check out his one of a kind Renault.

Well that is one less mystery, I guess I will have to continue looking for the Marquis but one needle in haystack may be all I have in me. If you have any leads let me know.

The specifications for the car are:

1063 "punt" chassis that was sold to tuners, it never had a body welded to the rails.

1063 special hubs with large brakes that were later used on the 5cv

Borrani Type 32 wire wheels with adapters 4.5Jx15

5-speed crash-box transaxle

4 shock absorber rear suspension

The motor specifications are:

904 cc 60mmx80mm

Isky RD-6A cam .400" lift 264 degrees duration

9.5 to 1 compression

40 DCO3 Weber Carb



Formula 1 Update

By Marvin McFalls

Since I have last reported on the F1 season there has been seven more Grand Prix Events. I must say there have been many interesting twists and turns. At this point Ferrari has dominated the series, winning eight of the ten races. World Champion, Michael Schumacher has seven of the Victories with his teammate Rubens Barrichello winning the European Grand Prix in Germany. Other winners this year include Ralf Schumacher in the Williams BMW way back in Malaysia, and McLaren Mercedes driver David Coulthard dominated the field in Monaco



The Renault team has been up and down in this stretch of the season. Jenson Button had a fifth place finish in the San Marino race. This was his third consecutive race he had scored points in. The next race in Spain looked to be the coming out party for Renault and Jensen Button. For the first time he qualified in the top five and looked to be ready to compete for a spot on the podium. While Jarno Trulli qualified ninth and looked like he might score his first points of the season. Button was in third place when Coulthard's McLaren got by Jenson and the two cars rubbed tires. Jenson's car was never the same. Both Button and Trulli's cars would not finish the race.

The next round was in Austria. This was another bad event for the Renault team. Both cars qualified poorly and Trulli had another DNF while Button came home seventh. In Formula 1 the worst position to finish is seventh. It generally means you had a good car, but for one reason or another you weren't able to score any points. In this case I believe Button and the Renault Team can look at their poor qualifying effort as the reason why they came away with nothing in Austria.

Rubens Barrichello's Ferrari dominated the entire event, but as the final few laps Michael Schumacher began to

close up on his teammate and everyone began to wonder if the team would have him yield to the World Champion. Many might have thought they were setting up for a photo opportunity, but as they approached the finish line Rubens yielded to Schumacher in a disgraceful scene. Many of the diehard Austrian race fans booed their hero Michael Schumacher as he came by the grandstands. On the podium Michael yielded the top spot to Rubens and gave him the first place trophy. It is the duty of each team to ensure that its drivers observe the podium procedures and do not in any way embarrass the national authorities of the country where a race takes place.

The World Motor Sport Council held that Rubens Barrichello, Michael Schumacher and Scuderia Ferrari Marlboro were each guilty and imposed a fine of \$1 million (USD) on them. In my opinion this was no more than a slap on the wrist.

Next up for the team was the street of Monte Carlo for Grand Prix of Monaco. The Renaults qualified well and this would be Jarno Trulli's day. After all the bad luck he has had it was nice to see him finish in fourth place and score three points for the Renault team. Trulli followed up his great run in Monaco with another strong showing in Canada. In a race with very little attrition Jarno found himself in sixth place with a handful of laps remaining. He duelled for many laps before Ralf Schumacher overdrove a corner and had to get hard on the brakes giving Jarno the distance he would need to secure the sixth and final point scoring position. Meanwhile, Jenson Button crashed out at Monaco and finished 15th in Canada

The European Grand Prix would give Jenson Button an opportunity to get back on track. Both drivers had good qualifying efforts and but for one driving error that cost about ten seconds getting back on course by Jarno both drivers might have scored points. As it turned out they finished fifth and eighth respectively.



All Images provided by the author.

King Size

From "Global Renault" 11

The latest event took place at Silverstone in England. Qualifying went well for Trulli but Button blew up and had to qualify in his back up car. As the race began Button had a great start and moved from twelfth to seventh by the first turn. Unfortunately, this would be the highlight of the race for the Renault Team. The rains soon came and the Michelin rain tires weren't competitive. Jarno retired early and Button had a very disappointed twelfth place finish on his home track.

After ten of sixteen rounds the Renault team has scored fourteen points and are solidly in fourth place in the Constructor's Championship. While Jenson Button has scored ten points and is seventh in the driver standings while Trulli has four points and is tied for tenth. With the next four races all in Europe, it is time for Renault to make a move in the standings. Especially in the races in France, which is Renault backyard and Italy, where Trulli calls home. They should also be getting a new aero package soon that may help their car handle better improving their lap times. Hopefully by the time the cars reach Indy for the U.S. Grand Prix in September we will see one or both of Renault drivers on the podium



Retired Japanese Sumo wrestler Akebono [born Chad Rowan in Waimanalo, Hawai'i, 234 kg at 204cm tall] may be Avantime's biggest fan. He hauled himself into the top-of-the-range Renault at the Tokyo Motor Show in October 2001 and immediately fell for its unique combination of (essential!) space and luxury features.

Even so, Akebono's outsize stature means that Matra has had to make a few adjustments to his Avantime, such as the height of the driver's seat and the rail beneath it. The wrestler is due to take delivery of an automatic version of the car in Mid-March [2002].

“In 1944, the French were ON the Jeep”



“In 1982 the French are IN the Jeep.”

★ 1982 les français sont dans la jeep. ★

La Jeep est de retour en France dans sa version motorisée. Une bonne raison pour celle-ci, elle est devenue un véhicule français, un modèle Renault, un design tout à fait nouveau. Elle est une véritable voiture de tous les jours, adaptée en France, grâce aux 5 DSI conçus spécialement et adaptés Renault. Elle est une Jeep d'un meilleur niveau, c'est la donner une nouvelle dimension de robustesse, et de durée même, c'est donner du plaisir à tous les moments. Elle est devenue un véhicule français, un modèle Renault, un design tout à fait nouveau. Elle est une véritable voiture de tous les jours, adaptée en France, grâce aux 5 DSI conçus spécialement et adaptés Renault. Elle est une Jeep d'un meilleur niveau, c'est la donner une nouvelle dimension de robustesse, et de durée même, c'est donner du plaisir à tous les moments.

Jeep motorisée et distribuée par Renault.

A black and white photograph of a 1982 Renault Jeep, a motorized version of the classic military jeep. The vehicle is shown from a side profile, facing right. It has a roll-over protection structure (ROPS) and is equipped with modern tires and wheels. A chain is attached to the front of the vehicle, hanging from above. The background is plain white.