

Renault News 66



4th Quarter 2002

November - December

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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 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:

The summer is a great time for events and we have several that will be featured in issue #66. I want to thank **Greg Laws, Jacques Lynn, Claude Campas, Clancy Menzel, and Francisco Miranda** for their contributions, as well as **Allan Meyer** for covering his 6,000 mile trek from Los Angeles to Amherst and back for the Citroen meet. Finally thanks to **Mireya Bautista, and Pablo Alcocer**. These are Francisco's friends who helped out with introducing the new line of Cars sold by Renault in Mexico. We really do have a great group of contributors to the newsletter.

The password on the Members-Only Section of the website will change in Mid-September. So we will then change the username back to: renault and the password to: platina. 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

Now I want to introduce everyone to a new friend of the club, McLellan's Automotive History. Rob and Sharon McLellan sell rare and original automotive literature from there website at: www.mclellansautomotive.com The site features all types and makes of sales literature, books, magazines and other memorabilia. The reason I was introduced to them was they sent the club a check out of the blue. It turns out they offer a 5% rebate to be donated to the club of your choice. This is a program they started to help out small clubs like ours. Someone had purchased some merchandise from them and the club was rewarded. So in the future if you are in need of literature for your Renault give McLellan's a try, if you buy anything you will also be helping the club.

Finally I want to let everyone know about all the changes that have recently taken place with club officers. We decided in order to streamline our organization some offices needed to be combined and others needed new officers. First Kurt has taken on the Marketplace Editor duties along with his Webmaster responsibilities. Next Don McLaughlin who stepped down as Marketplace Editor is now Tech Advisor for R8, Fuego, and Medallion. Also Ray Dietz is now the New Members Secretary, and his duties of compiling the Registry/Directory will now be handled by Jacques as he will build a more user-friendly database. While I will be able to focus more on the Newsletter and Online Memberships with Ray taking over the New Members job. Allan Meyer's title has been changed from Graphic Artist to Co-editor, which better reflects his job description.

That leads us to Michael Muller. Most of you are probably not familiar with Michael as he is relatively new to the club. He is the new Librarian. Among his duties will include the distribution of the back-issues, but he will also be working on making all issues of the Renault News available on CD ROM. Once that is complete he will focus on updating the download section of the website. Lastly, Michael is fluent in German and he will periodically translate articles for the *Renault News* and the Website. Welcome to the team Michael! We are glad to have you.

September 2002 New Members

Corbit, George W. 1065 Red Hill Valley Road SE,
Cleveland, TN 37323,
H - 423-479-6153, E-mail: gcorbit@yahoo.com
1962 Caravelle, R1092, Red, 55k miles

Hill, Henry C. 206 South Street, South Yarmouth, MA 02664
H - 508-398-2054
1962 Dauphine, Blue, 27k miles

Warren, Rex A. 6810 Tindell Lane, Knoxville, TN 37918
H - 865-689-2741
1988 Medallion, Silver

Olsen, Harry C. 1007 Scott Court, Marina, CA 93933
H - 831-242-5619, E-mail: hcolsen@earthlink.net
Looking for a 4cv

Rodgers, Clark W. 1822 Rosswood Drive, San Jose, CA 95124
H - 408-266-0477, E-mail: rodgerc@ectinfo.com
1966 Caravelle, White 66k miles, 1968 R10, Blue, 100k miles, 1969
R16, White, 100k miles, 1974 R17 Gordini, Bronze, 125k miles, 1979
LeCar, Yellow, 200k miles

Nickerson, Kenneth, 34 Cards Mill Rd, Columbia, CT 06237
H - 860-228-2698, E-mail: knickerson@earthlink.net
1970 Lotus Europa, 33k miles

Pamukcu, Daniel, 22011 Church, Oak Park, MI 48237
H - 248-336-0027, W - 586-263-2873,
E-mail: pamukcud@trinityhealth.org

Bailey, James E. 116 Sage Lane, Morenci, AZ 85540-9766
H - 928-865-1649, W - 928-865-6151, E-mail: baileys2@vtc.net
1965 R8, White, 55k miles

Sletten, John G. 3023 Village Green Drive,
Beavercreek, OH 45432
H - 937-427-9029, W - 937-476-2574,
Email: jgisaacson@worldnet.att.net
1979 LeCar, Black, R1228, 61k miles, Black Beauty #281 of 3300

August 2002

Pabian, David P. 2214 India Street,
Los Angeles, CA 90039-3313, H - 323-662-6551,
E-mail: davidpabian@mac.com 1985 Alliance Convertible, Red, 137k
miles, w/ many cooling modifications.

Bastow, Corina and Danny, 47 Stojko Place, Mount Pearl,
Newfoundland, A1N 4Z3, Canada
H - 709-745-1926, E-mail: dbastow@roadrunner.nf.net
1967 Caravelle, R1133, Blue, 26k miles, restored

Brueckner, Peter and Stephen, 4410 Klais Drive,
Clarkston, MI 48348, H - 248-391-3586, W - 734-414-9630,
E-mail: srbrueckne@aol.com 1985 Renault

Amerlinck, Rodrigo, Aralia 66, Tlacopac 01040, Mexico D.F.
H - 525556 620660 E-mail: rodamer@mexico.com
1963 R4L, Oval# 3788144, Cream, 72k miles

July 2002 New Members

Blas, John, 2400 South 2nd Avenue, North Riverside, IL 60546
H - 708-447-3091

Reed, James M. 1720 South 11th West, Missoula, MT 59801
H - 406-549-2720
1965 Dauphine, R1095, Blue, 1967 R8, Grey

Schmidt, David B. 4118 Fairchild Avenue,
Shreveport, LA 71106
H - 318-869-2090, E-mail: brad@bradschmidt.com
1959 4cv, Black, Oval plate# 3582489

Gasser, Dean, S9010 Denzer Road, Prairie Du Sac, WI 53578
H - 608-544-2093
1967 R10, R1190, Blue, 132k miles, First Car (16 years old)

Phillips, Robert F. 2010 NW Aspen Avenue,
Portland, OR 97210
H - 503-227-3892, E-mail: renovprop@msn.com

Ashmead, DeWayne, 304 South Mountain Road,
Fruit Heights, UT 84037
H - 801-544-1439, W - 801-773-4631,
E-mail: dewaynea@albion-an.com
1967 Caravelle, Oval#0192397, Silver, 26k miles

Urbanski, Geraldine M. 4406 Chestnut Road,
Independence, OH 44131
H - 216-524-0277, W - 216-204-3367
1985 Fuego, R136B, Black, 266k miles

Nantermet, Philippe G. 1004 Woodside Circle,
Lansdale, PA 19446-4678
H - 215-412-9223, W - 215-652-0945,
E-mail: philippe_nantermet@merck.com
1967 Caravelle, R1133, Red, 119k miles

Ham, Nelson D. 139 Park Street, Newton, MA 02458
H - 617-244-0841

Miller, Jay, 41 Wootten Way South, Markham,
Ontario L3P 4A5, Canada
H - 905-472-4037, W - 416-321-8623, E-mail: mllrjy3@aol.com
1985 Alliance Convertible, White, 130k miles

Campas, Claude, Riviera Owners Association, 5 Rue de la
Source, 57 530 Colligny, France,
E-mail: renault5alpine@aol.com
2001 Clio 16v, 1981 R5 Alpine, 1982 R5, 1984 Peugeot 205 GTI

New member Rodrigo Amerlink's R4

Renault Clio Saloon – Nissan Platina

By Marvin McFalls



In 1999 Renault began to build the Clio Saloon marketed for Eastern Europe, Middle East, and South America. It is marketed as a first vehicle especially for families who need an inexpensive vehicle with a decent level of equipment and a spacious trunk. The Saloon is built at the Bursa plant in Turkey and by 2003 they plan to export 50,000 vehicles to forty countries. Renault had a similar approach in the early 80's with the Renault 7, which was basically a R5 with trunk. The R7 was built in Spain, but it never reached the level that the Clio Saloon has.

Now the Clio Saloon has come to North America under the Alliance. Built at Nissan's Aguascalientes plant (250 miles NW of Mexico City) alongside the Renault Clio and the Nissan Sentra. Thru Badge Engineering the Nissan Platina was born. Renault fans in the US were first introduced to "cross-badged" vehicles back in the late 80's with the Medallion and Premier (R21 and R25 in Europe). The Platina has a redesigned nose but you can still see the Clio in it. The Mexican plant is the only one outside of Europe producing the

New Member Snapshots





Above and below: FASA-Renault Siete (7) Photos from Renotes. Lower photo from Autokatalog 1976.

new phase 2 Clio bodies. Last year the plant produced just over 174,000 cars. This year they hope to top 206,000 units, 60,000 of them being Platinas.

Powered by a 1.6 litre, 16 Valve engines that produces 110 horsepower. These engines are built in a Renault plant in Curitiba, Brazil but are like the ones in French Built Clios. Other features include ABS brakes, aluminum wheels, keyless entry, and a six-speaker stereo with CD player on the top of the line models.



The Platina is great example of the cooperation between Renault and Nissan under the Alliance. As the bi-national group continues to expand, we will look for "cross-badged" Renault cars here in the U.S. Hopefully this will one day lead to the return of Renault into the U.S. market. With Nissan already established here, it would seem like a logical progression. We will continue to closely follow their progression and support the Alliance in any way that we can.



Both below: Renault Thalia (Clio notchback) in the Czech Republic, 2001. (Photo: Alanskii)



CLIO II SPORT

By Pablo Alcocer

Having heard a lot of good things about the Clio Sport, by the end of year 2001 I bought one of the firsts delivered by Renault de Mexico. Now that I have driven more than 4800 miles. I can say that it handles much better than any press comment states.

The Clio RS is made in Dieppe, France, where they used to build the Alpines. Now the factory is used for special production series under control of Renault Sport division. It is very fast, with a powerful 2 litre engine, 16 valves, variable timing cam delivering 172 HP at 6250 rpm, and torque of 200 Nm at 5400 rpm, 5 speed, red line at 7300 rpm, Picture this form a 2200 pound car... gets you to 60 mph in just 7.2 seconds in Mexico City's altitude of nearly 7600 feet. Similar tests in Europe get you to 60mph in just 6.8 seconds... it is the fastest car on the street not considering the high priced sport exotics like Porsche, Ferrari, etc. On the highway, the feeling is that the rest of the cars are driving unusually slow. The speed limit is usually not the top speed of the car, but the driver's guts (police regulations aside, of course!).

Variable assisted steering, ventilated rotor in front, regular discs in the back controlled by ABS system, so you don't have to put pressure on the brake pedal to start braking, just with the weight of your foot. However, ABS is not as good as others on slippery roads. I have experienced a feeling of not braking at all, especially at the lowest speeds. The explanation given by Renault is that the braking pulses from this ABS are not as quick in responding as standard hydraulic brakes.

Road handling is excellent with its 15 inch Michelins, McPherson struts in the front and H torsion bars at rear with additional control arms. It makes you feel that you are in total control of the car, the suspension is not soft, but not so hard as you would expect from a car like this. I have driven the Clio at the race track, and even when you go over the limit, you can feel the under steering but you just have to keep accelerating and turn the steering wheel a little more, this way you get into your trajectory again. Usually, in a similar situation with another front wheel drive car, you have to decelerate in order to hold control again.

You would think that this kind of car would use better a 6 speed gearbox instead of 5 speed, but when you consider that redline starts at 7300 rpm, and engine provides usable power and torque over 3000 rpm, you notice that you don't need 6th. The gearshift it is not as precise as expected, as you have to get used to it. When I first bought the car, sometimes I reached 4th instead of 2nd while trying to do quick changes. Luckily, not anymore.

Interiors and seats are very comfortable made of a combination of leather and black alcantara. Four airbags, front and lateral, variable lumbar support height regulation



in the driver's seat. I would like to have the choice of getting the steering wheel closer to me, because if I move my seat forward, I don't have enough space for my legs. It seems that interiors were designed for short-legged people, either that or people with long arms! The car comes with interior amenities like automatic climate control, 6 discs CD changer plus one located in the dashboard. Radio and CD controls located at the steering wheel; automatic wipers depending on the intensity of the rain; on board computer showing all the information that you may want or need and more, powered outside mirrors, etc. I miss a sunroof but it is not available as a factory option.

Xenon front lights are standard and turn on automatically when dark. The headlights adjust themselves in height automatically, depending on the load of the car, high-pressure water for cleaning the headlights and fog lights front and rear. No complains at all regarding the lighting systems. Like most Renaults, the outside design is modern and it takes time to get used to it, but when you've done that, the rest of the cars in the street are plain antiques. At 12.5 feet long, it is very short, but it's wide with a 6'3" inch width.

I believe that it is the best buy you can do for less than \$20,000.00 USD (\$188,000.00 Mexican Pesos). The new vehicles are a bit more expensive as they come with automatic traction control. Competitors in the market are such cars as VW Beetle Turbo, VW Golf GTI, Ford Focus SVT, GMC Tigua BMW Mini Cooper, Seat Leon, among others.



Unveiling of the Mégane II

By Marvin McFalls

Renault presented the new Mégane II to the international press at the Douai, France plant on July 2, 2002. The new Mégane will also be built in Spain and in the near future the sedan only will be built in Turkey. With their strong design and a pack of new features, the Mégane II hatchback and sport hatch launch the renewal of the Renault middle range. They pave the way for a complete renewal of Renault's product line-up in the C segment. The French Automaker feels they are adding a new string to their bow: the individual hatchback. Renault claims Mégane II can be summed up in three words: compact, expressive, dynamic...

The Mégane II will be available starting in October.

The different drive train combinations include:

- 1.4 liters 16 V 98 HP 5 speeds
- 1.6 liters 16 V 115 HP 5 speeds
- 2.0 liters 16 V 136 HP 6 speeds
- 1.5 liters DCI 80 HP 5 speeds diesel
- 1.9 liters DCI 120 HP 6 speeds diesel

In my opinion The Renault designers are completely obsessed with the "Individual Hatchback" look. First Avantime and then the Vel Satis and now the Mégane II, I just don't like that back end of these cars myself. I can't figure out if the cars lines stop short or if they go to far. When the Laguna II came out a couple of years ago, Mégane Classic and Cabriolet were the last cars of Renaults line with a trunk, now I don't believe they will have any cars with trunks. There is no mention of the Mégane Cabriolet, obviously it couldn't look like the new sedan or coupe in the rear. With a convertible top I would assume that it would have to have some kind of trunk. So either it will be discontinued or it will be the only car in the line with a trunk.

Most people who know me would think I would enjoy the fact Renault only offers hatchbacks. As most of my favorite Renaults thru the years have had hatches, including: R4, R16, R5, R17, Fuego, R19, etc. While I am still fond of the design of Twingo, Clio, and Laguna's hatches, these other models rears just do not appeal to me. Don't get me wrong I am very impressed with many of the features of the Avantime, Vel Satis, and Mégane. Luckily for Renault the new cars seems to be selling well regardless of my opinion.

Special Thanks to Claude Campas as well as Renault's Media page at www.renault.com/gb for their assistance with Photos and specs on the Mégane II.



Mégane II images below from Auto & Design/Renault Publicity.



Renault Scenic

By Francisco Miranda

The purpose of this article is only to show the fellow members some comments about the new Renaults in view of their owners. For detailed specifications, options, and more in depth description of the vehicle, I suggest contacting directly any Renault distributor or in the net at www.Renault.com

The Scénic was the first vehicle introduced to the Mexican market, after more than 15 years of absence of Renault in the country. These first mini-vans were sold by mid January 2001 and they had proved to satisfy a slice of the market, which was not covered by anybody. This year 2002, we saw the introduction of similar vehicles by Opel and Volkswagen, but both vehicles are a bit bigger than the Scénic, but compete more or less in the price range.

We bought our Scénic in January 2002 as my wife's car, fully approved by our daughters who are 9 and 6 years old. We loved the design, comfort and looks offered. We compared it with the new VW Sharan, Chrysler Voyager, Ford Windstar, GMC and the Opel Eurovan or Zafira. First problem was the big size of those vehicles (excepting the Opel) and also price was a big consideration factor. I guess just the fact of being Renault fans influenced us to make the decision and go with the Renault Scenic. We asked our friends at Renault for the usual comments, the pluses and the minuses about the vehicle. Special questions were asked regarding the automatic gearbox: they told us it was a new generation of gearboxes already tested with great results in many places of the world.

Renault offers the following variations in Mexico: Leather seats or Velour; Automatic or manual transmission. Color choice among Aqua or Odyssey blue, Boreal gray, Shiny red, Steppe and Green. Everything else is standard equipment. We chose ours with an automatic transmission, leather seats and Aqua blue color.

Let's start with the minuses:

We were not so lucky as we did not noticed the dashboard near the steering wheel with little scratches when we picked up the car and unfortunately when we complained a couple of weeks later, the agency refused to fix it. Not a major thing, although when you get a new unit you expect it to be perfect. About a month later, we started noticing a noise when braking. It seemed to come from the gearbox and because of the bad reputation Renault has with automatic gearboxes, we felt the worst was about to happen. I took the car to service and the person attending was surprised, as he told me it was the first car that showed such a problem. I asked for a taxi to take me back home but they kindly offered me a ride in another Scénic. To my surprise, that car showed exactly the same fault! I called the service center and told them my findings. The following day, the car was ready. The



problem ended up being the cable connecting the gearshift to the gearbox that was running out of place and rubbing somewhere while braking. By the way, they also fixed the other car's fault. Another problem was excessive noises within the cabin. The rubber on the doors had to be lubricated. Also some plastic covers were not fixed correctly and when the body started working, noise was generated.

The AM radio did not work either. It took the engineers three of my visits to find out that the cable running from the ceiling was broken at the middle, so, when they moved or adjusted the antenna, it made contact and the radio worked. After driving a couple of blocks, the faulty cable stopped working. More faults: The air conditioning compressor started making a whining and/ or clicking noise. Murphy's law: when I was approaching the garage, the noise stopped, so the engineers could not hear the fault. After three visits and about an hour ride with the head engineer, finally the noise was present and he was able to determine the cause. They had to replace the compressor but before that, they had already changed some valves, reduce the refrigerant gas levels, and who knows what else. Anyway. Now we have a silent operating system. After about 5 months of use, we noticed the driver's seat was deforming on a seam, making a winding pattern. The co-driver's seat also presented the same problem although not as much. Again, we had to wait some days until the Renault Corporate checked the car and both covers were changed. As it was done while they fixed the air conditioning, it was not a problem to wait.

Was this car manufactured on a Friday?

At least the engineers are very serviceable and kind. We cannot complain on the efforts they make. The head engineer tells me he has to report this faults to the manufacturing plant, as those are assembly problems mostly. Nissan personnel have to understand and adapt to Renault's methods, I guess. We have found that the

car is slow when starting but when you are already driving, it moves real fast. I have been told that the gearbox learns the way you drive (auto adaptive), so every time you start the car, it passes from three stages of operation: normal, medium and sport. I asked them to fix ours at sport, but they say it is impossible to do it. We are used to drive manual cars, as previously we owned a VW Jetta and that was a fast moving car, even though it had only an 1800 cc engine, it reacted immediately to your needs. Now with the Scénic we find it sometimes really slow to move or even when you need to take over another car, as it takes time to react. We will have to learn to live with this.

Now for the Pluses:

As with most Renaults, we can say that it is a very comfortable car to ride. When you reach the "sport" driving stage, it behaves real nice and runs real fast. We had topped 200 Km/hr for a short while, but we have averaged a good 140 Km/hr for a long while. It is a real pleasure to drive and the stability and suspension behaves great. The inside noise is not a problem as we would say it is rather quiet. You do not feel you are driving fast. Gas consumption is not a problem as it behaves as the specifications tell us. There is plenty space for storage with all the space provided. Our daughters appreciate specially the small compartments on the floor and also the airplane type tables fixed to the back of the front seats. Its seating system allows the user who chooses whether to seat five in comfort, four with added leg- and shoulder room, or one or two with unrivalled rear storage space, all with just a few simple movements of the seating arrangement. We bought the optional Electrolux refrigerator (0° C)/ heater (60° C). It needs the space of a back seat so we remove the central one. You can safely put your drinks or sandwiches and will remain real cold.

We recently took a trip to the beaches of Mazatlán, located about 1000 kilometers away from Mexico City. We decided to drive in order to enjoy our new car. The trip was planned in two stages: first stop,



Guadalajara (480 Km) and stayed there for the night. We arrived at about 4 in the afternoon with a storm starting to pour. It was a huge one and many streets were flooded. The Scénic behaved really well as we found no problems with wet brakes or a faulty engine as we saw many cars (several new included) parked with the hood open. The next morning we headed to Mazatlán and the first part is a nice 4-lane highway, but some 200 kilometers later, transforms into a two-lane road. Here is where we found the Scénic sort of slow to gain speed, especially when we tried to overtake a truck or slower moving vehicles. Nevertheless, as mentioned earlier, it runs real smooth and brakes effortlessly when you need to.

We got to Mazatlán some 5 hours later and after installing ourselves at the hotel, we had our ride through the coast road. It was then that I could feel the nice behavior of the engine being at sea level. Remember Mexico City stands at about 2200 meters above sea level, so altitude steals you power. But here we enjoyed the extra horsepower and of course the magnificent air conditioning system that cools the cabin very fast in the recycle air mode. After spending a week at the beach, no complaints I could say about the performance of the car. On our way back, the reverse plan was taken, stopping in Guadalajara again. Most of the way we had rain, so we found that the wipers, both front and back, do their job very well. Intelligent, as the speed of the wipers is dependant of the intensity of the rain. Rear wiper works when reverse is selected or when manually activated. The lights also work flawlessly with Anti-fog headlamps, and double optics headlamps adjustable in height. Double intensity rear lights, when fog lights are on.

The outside mirrors are auto defrosting and both are electric. The driver's side mirror is convex giving a panoramic view. I find the seats very comfortable. On the driver's seat you can adjust height, back angle and lumbar comfort, along with an adjustable cent armrest. The co-drivers seat only back angle and on both front seats, the usual front to back adjustment is possible. The steering wheel also has adjustment for comfort driving. The stereo behaves rather well with a natural sound and reasonably powered amplification for the factory installed 6 speakers. Easy to use and with the controls at the steering wheel, you don't get distracted changing the radio stations, level or the sound source (AM, FM and CD). We found the storage space sufficient for our needs and easy to load in or out. Convenience systems, like: Centralized lock of doors, trunk and fuel door access. Also with remote control operation of: Electric power front and rear windows. Tinted glass is also included, and the front compartment for beverages with air from the A/C output to keep drinks cool.

To make this review a bit more detailed, I asked our friend Mireya Bautista, member of the Gordini Sport Club to share with us her thoughts about their Odyssey Blue 2001 Scénic.



Renault Megane easily carries the molcajete stone.

My husband has always been a Renault lover, and not that I disliked them, but I would not consider myself a fan as he is, although, from the first time I saw the Scénic... I loved it! At this point of my life, I did not want to have a mini-van, because they have become the “classic lady vehicle” and I do not want to fit in that category! So I was decided to get myself a “normal” car, one that drives comfortably and that I feel at ease and secure in, even though I would lose the advantages of a van, as I used to own a (huge) Chrysler Ram passenger wagon.

The Scénic is a different concept. It is not the “classic lady van”; it is small but spacious inside. It is a car with the benefits of a van, and it is full of compartments! Some of them disappointed me as they are quite small and they could be of use for a number of other things if they had only been bigger. The drawers underneath the front seats get stuck with the rug and I do not like that, as I have to bend over to free the drawer, nor do I like the system employed to open the rear compartments (under the feet of the rear passengers). My kids make fun of me because I tend to fight over the lid and for them it is such a simple job. “Surely” I say!! As they don’t have long nails! Outside my office it is quite difficult to find a parking space, as the spaces between garages are quite small, so if two vans need to park they simple wont fit! But for my Scénic there is always parking space as it is shorter than any of my partner’s vans!



I like that the car responds when I step on the gas, and with this car I feel secure. I even drove it to Puerto Vallarta (some 900 kilometers from Mexico City) and the truth is that it behaved perfect! We were fully loaded even with the “molcajete stone” (sorry, no direct translation found, but it is a stone meant to crush tomatoes for making sauces, and it is used here as a figure of speech only), four passengers with luggage, Christmas gifts for all the family, several packages for my parents, even a PC with monitor, speakers and peripherals! We even drove the whole ten-hour trip and it was very comfortable with no space limitations.

All in all... this car delivers what I always wanted from a car.

Specifications:

Year: Model 2002, Expression

Engine type: F4R, 2.0 liters 16 valves. (1998 cc)

Fuel: Unleaded gasoline, 12.6 Km/l (auto) 13.5 (manual) Multipoint F.I.

Maximum power: 140 hp @ 5500 rpm

Torque: 188 Nm/ 3750 rpm

Performance: Acceleration 0 to 100 Km/hr: 10.6 second (auto). 10.2 second (manual)

Suspension: Front, McPherson with stability bar. Rear, 4 semi bars

Transmission: 4- speed Automatic, 5-speed Manual

Steering: Hydraulic, 10.7-meter steering radius.

Brakes: Front, ventilated discs. Rear, solid discs. ABS

Aluminum Wheels/ Tires: 195/ 60 R15



Another Mystery

By Marvin McFalls

Over the years you different rumors, like there is a R8 Gordini sitting out in a field in the middle of nowhere Virginia. You think there is no way there could be one there and next thing you know someone else brings it out of there. Over the years I have heard of such a place in Oklahoma. It seems that every time that someone travels down old Route 66 they come back with a story about a garage full of Renaults just off the road in Miami, Oklahoma. My friend Claude Campas and his family came over from France to travel down Route 66 back in 1997 and they found the Renault Garage. They said there were Alliances, LeCars, and even Dauphines and R8s. The owner wasn't around nor was anyone else who might know the identity of the owner. So they took a few pictures and climbed back in their car and traveled on to Chicago.

Fast-forward five years and the Tracbar Team comes over from France for a rally from Los Angeles to New York. More than thirty Citroen Traction Avants travel down Route 66 and they too find all those Renault in the middle of nowhere, Oklahoma. Ronald Kienhuis who is a Renault Club member was traveling with the Tracbar group as their photographer/videographer. He owns a Medallion so he was checking out the collection hoping to find some parts. Again they couldn't find anyone who knew the owner of all these Renaults but they



did take some photos. If anyone knows who owns this collection of Renaults please let us in on the secret. We only have one club member currently living in Oklahoma and he doesn't live in Miami. If we can figure out who owns all those Renaults, maybe we can get them to join the club? Or at the very least solve another mystery.



As a footnote Claude also saw a few more interesting Renault attractions in Seligman, Arizona on Route 66, there is the famous "Snow cap" owned by Juan Delgadillo. You can eat some famous dead chicken burger and in his backyard There is a big sign that reads "Welcome Renault driver". After eating, Claude then saw this Renault 5 Sport from Canada outside as he was leaving. (below)



Orphan Car Weekend

By Marvin McFalls

The time had finally arrived for the national Renault meet. This year's meet took place in Dayton, Ohio and was hosted by Brent and Pam Bartley. On Friday, September 27th I left work at Noon, jumped in my Little Green 5 and headed towards I-75. After driving for about a half-hour I was joined by Marty Mckee who was driving his white Alliance GTA. We moved another fifteen miles North where Marty picked up his friend Richard and we then had lunch and waited for the last members of our party. As we were finishing up in walked Sam Stuckey and Rebecca Lawson. Both own Alliance GTAs but they were riding together in Sam's Black one. So about 2PM we loaded into our Renaults and headed for Dayton.

It was nearly 7:00 PM by the time we arrived and check into our hotel. Once everyone was settled, Marty, Richard, and I headed over to Brent's house. Ray and Nancy Dietz' 18i wagon was parked in the driveway. Brent and Pam had just returned from having dinner with them. We found everyone in Brent's new Garage checking out his collection of Renaults. There were four Renault's as well as many motorcycles. Brent has a Dauphine, R10, A310, and a R5. He also has a R8 but it was at a body shop being repaired. When we finished drooling on all his cars we went inside to watch a movie. I had brought a movie on the history of the A110. Jonathan Burnette had sent it to me a while back as a gift and I thought everyone would enjoy it. Pam made popcorn, and it turned out the movie was a big hit and many asked about getting a copy. It was getting kind late so everyone headed back to the hotel to rest up for Saturday's activities.

I was up by 7AM and decided to try to clean up my car. By the time everyone else awoke, I was ready for some breakfast. By 9:30 we were back at Brent's where we met his



friend John. John is Brent's mechanic and he was going to drive Brent's R10 Automatic to the show. Shortly after 10AM the caravan of six Renaults arrived at Carillon Park. It had rained the previous couple of days so instead of having the show on the grass they lined up the cars in the parking lot. After much confusion we finally settled in at the far end of the exhibit near the AMC and pre-war orphans. Two other local Renaults, one an Alliance Convertible and the other a R10 joined us. Finally Tom Tweed arrived in his Encore just before Noon rounding out the field.

However during the day we had several other Renault Owners arrive disappointingly without their car. First was Ken Gladyszewski who left his nice 4cv at home, then came Phil Ross who had hoped to bring his R8 Gordini but he wasn't able to get it ready in time. Later that afternoon we met Park Rensselaer. Park has owned many Alliance and Encores, but he is currently working on restoring a R15. As 2PM approached everyone cast their ballots for the car show, and we all gathered at the club display to pass out the awards. Brent's R10 won Best in Show for the third year in a row, and his A310 was a distant Runner-up. I was surprised to win the Oliver Twist Award for the car that most resembled an Orphan. By 3:30 the event began to wind down so we packed up and went back to clean up.



Next on the agenda was Cruise the 'Burg in downtown Miamisburg. It is an annual event where they close off several blocks of Main Street and classic cars and street rods line the streets. We ran into Brent's friend John who had brought his street rod Chevy Nova with a 427 Corvette engine. They also had live music, and there were several nice restaurants. After checking out most of the cars we had dinner in an Italian restaurant. Following dinner we took one last look at the cars and headed back to the rooms. Richard, Marty, and I decided to check out a movie. Brent and Pam decided to join us so we all headed to the local cinema. After enjoying the film we called it an evening.



By Noon some of the other participants started pulling in. Meanwhile Brent and Pam were getting lunch ready while everyone else was checking out the wares. By 1:00PM we sat down for a great meal and interesting conversation on the patio. Following the picnic we made a few more trades and then it was time to pass out the awards. Along with the maps there were several questions to fill out as you went along during the rally. John Sletten and Marty Mckee's teams answered the most questions so they both one Renault die cast models of the Clio Trophy. Brent also made a special presentation of a die cast Alpine A110 to Ray and Nancy Dietz for traveling the farthest to attend the event. Everyone else received a key fob for participating. It was now time for the race to start so many of us settled down to watch. It was a typical race with the Ferraris dominating but the Renaults had a good showing. By the end of the day the Renault finished in the fifth and eighth positions. Following the race we then reminisced a bit about the days when Renault had dominated the races like Ferrari does now, and look forward to seeing them up front again in the years to come.

Sunday morning was bright and sunny and we looked forward to a fun rally. Tom Tweed and several of his friends from the Triumph and Mini clubs had helped to set up the event. Unfortunately there was a marathon going on at the park and we had to adjust the course. John Sletten and his family were at the park waiting for us in their 1979 R5 Black Beauty. Later a nice couple that had driven a Studabaker Airflow the day before joined us. After discussing the new course and passing out the maps and instructions we started on the rally. Brent had decided to navigate for me, because he thought it would be more or less a tour. Little did he know that I had planned to turn it into Ohio's version of the World Rally Championship. With very little elevation change my little R5 didn't hold up Marty and Sam with their more powerful GTAs. It didn't hurt that Brent knew the area very well and we didn't have to look for most of the turns. About mid way through the run we caught and passed John's Black Beauty. As the event continued we ran into a few local farmers and some bike riders but we had a great time. We made it back to Brent's House just after 11:30AM, and began setting up for the swap meet.

It was now time to pack up and head back to Tennessee. After saying good-bye to everyone we loaded up and made a quick stop for gas and headed south. We had made it about half way and decided to stop for dinner about 6:30PM. After filling ourselves, and I had to refill the LeCar it doesn't hold nearly as much fuel as the Alliances, we were on the road again. We made one last pit stop when we crossed the Tennessee line. Then we drove over Jellico Mountain and went home our separate ways. I finally made it back slightly after 10:00PM. I especially want to thank Brent and Pam Bartley for putting up with us. It was a fun-filled weekend, and I hope to get invited back next year.



TracBar Yankee Send-off At the Petersen

Review by Charleston Gray & Yoshio Alanskii (from PCN)

TracBar Yankee is a tour organized by Eric Massiet du Biest. Some 25 Citroën Tractions were shipped from Belgium to Port Hueneme, just south of Oxnard in Ventura County, California. As the cars arrived before their owners, some 30 local car buffs gathered to move the cars from the dock to the Petersen Automotive Museum in Los Angeles. The TracBar Yankee Send-off party, officially titled the "Thank You America" French Expedition was intended as a thank you to the WWII veterans and to promote tourism.

The third level of the parking garage was covered with French Iron! Well over 100 cars (and easily twice that number of people) were on display for all to view and enjoy. Present were the following: at least 50+ Citroën Tractions, a good 30+ other Citroëns (SM, CX, DS, A Series, Visa), Renault R5 turbo and Caravelles, Bugatti, Delage, Delahaye, Peugeot, and even a Talbot! Even more cars were on display on the second floor of the Peterson.

After a cursory review of the cars present, we entered The Party! At the entrance, a travel agency was promoting Tourism to all manner of French speaking countries. Outstanding entertainment was provided by one Viviane Koller. With the aid of modern electronics and one hand, Ms. Koller was the equivalent of a 4-piece band and singer! Her high energy, stylish garb, and irresistible French accent simply made the party.

The second floor of the Peterson had a special display of French cars, including the SM world Record car and SM "El Camino" tow car from SM World, a Citroën C3 Trèfle with a totally incorrect information sheet. The remainder were the types of French cars that we can only dream of, with bodies by Figoni et Falaschi, and so on.

At least 3 separate buffets and a bar were set up to feed the masses, however this proved not to be sufficient as the event started at 6 PM and no one had actually had dinner (in fact, many rushed here straight from work). Wine, water, and all manner of soft drinks were available for the asking. The numerous food buffets had a strange assortment of finger foods including, the Tower of Babble (don't even ask, there is



no better name for it), fresh fruit (cherries, melon, grapes, etc.), crackers, cheeses (we never did find out where people were actually getting the cheese), and these amazingly hard star-shaped cookies decorated like American Flags. One French man tapped one on a table and said "I will keep it as a souvenir."

There were very many people in attendance. People came from all quarters including: Citroën Car Club, Northwest Citroën Owners Club, Renault Owners Club of North America, Peterson Staff, Car Night Guests, TracBar Participants, and numerous WWII Vets.

After about 10 minutes of trying to get people to take seats so that the ceremony could begin, they simply gave up and just started while people continued milling



All 3 photos this page:
Kurt Triffet.



Vivane Koller
(Triffet)

around the food. Things started off with a welcoming speech from the Peterson Automotive Museum President, Mr. Dick Messer. He briefly gave the background for the event and the requisite thanks to those who helped make it possible to have all these cars present.

This was followed by a speech from the French Consul General of Los Angeles, which started off with the background from the French point of view. This was followed by the presentation of the first of numerous awards to be given to TracBar organizer Eric Massiet du Biest (likely at a wine and cheese reception that will probably be held in some city

every night of the Raid - these people will not get a real dinner till they arrive at the ICCCR!).

The speeches then continued, now oriented toward the WWII Veterans. A US general, retired, then took the stage and various decorated veterans and veteran organizations, both French and American, were recognized.

People gradually drifted away from the presentation area (especially after the particularly painful rendition of the USA's



WW II Vets Addressed.
(Triffet)

National Anthem) and returned to the drinks and food, which many had in fact never left. Others headed back to the parking area to view the cars without the sun on the horizon and with fewer people crowding around.

Little food remained by the time of our departure (indeed, even all of the "souvenir" cookies were gone). Due to other engagements and preparations for our own participation in the other Raids heading to the ICCCR, not to mention the need for some real food, we found ourselves heading out about a half-hour prior to the end of the event. Likely it continued for some time after the official ending time.

We noted that there were 6 Dodge Caravans with the TracBar logo. We suppose these to be the support vehicles for the grueling trip across America in the heat of summer. Only time will tell how they fare!



Above, R5 Turbo; Below "Lectric Leopard" R5 in Petersen Museum basement storage. (Both photos: Alanskii)



Above: Caravelle (Alanskii). Below from left, Pat Gaspers, Dene Barrett, Pauline Harper. Pauline and husband Tom once drove a Dauphine from LA to Moab, Utah. (Triffet)



Team RENAULT

at the 2002 SCCA Solo2 National Championships

By Greg Laws

Nearly 1200 drivers entered the 30th annual SCCA Solo2 Championships held in Topeka, KS during the week of September 9th through 13th. The SCCA Solo2 Championship is the largest automotive sporting event in the world – and our own Team Renault was among them!

The activities actually began on Friday Sept 6th with check in & practice starts for the ProSolo Championships with the actual ProSolo races to be run on Saturday and Sunday. There is also a Solo2 warm-up session on both days of the weekend to allow the Solo2 entrants to make suspension & tire pressure adjustments for the worn, bumpy World War II concrete that stretches forever at Topeka's Forbes Field. Even with two courses operating at the same time, it is not possible to run all 1200 entrants together so the classes are split into two groups. Half of the classes run Tues-Wed while the other half run Thurs-Fri and there are two awards banquets as well.

Team RENAULT consisted of three drivers in two cars, all-competing in the same F/Street Prepared class. F is the lowest of the Street Prepared classes but has the largest number of eligible vehicle models to choose from. Street Prepared rules allow for numerous modifications to suspension, brakes, induction, exhaust, seating and so forth but the engines must remain stock internally. Tires & wheels are open so most run short, wide rims with sticky street racing tires.

Greg Laws of Winfield, KS entered a 1987 Renault GTA (R9) with a coil-over front suspension, Weber 32/36 DVG carb, Electromotive ignition and most of the other allowed modifications. Laws' GTA is called "the Phrog" and this is its first year out as a new-construction racecar. The Phrog finished 2nd in the 2002 MiDiv Divisional Championships.

Dan Marx of Springfield, IL entered a 1982 Renault GTL (R5) LeCar (named the "Leaker") that was in remarkably good shape after suffering a rollover accident at a local



Solo last year. With all panels repaired and a fresh bright blue paint job, the little warrior was ready to go for it. Assisting Dan was co-driver Gary Patrick of Monticello, IL. Having two drivers is an advantage at such events because the car is then run twice as much during the same heat compared to a single-driver car and this helps the tires stay warmer for better grip and quicker times.

There were 37 entrants in F/SP, making it one of the largest and most competitive classes. Besides the two Renaults, there were models from Honda, Suzuki, Toyota, VW, Dodge Nissan, MG, and Triumph. No two were alike but the competition was intensely close with the final difference between many places measured in mere thousands of a second.

Sadly the three Renault entries did not fare as well as hoped. Laws' was running in 26th place on Tuesday but slipped back to 30th overall. He fought a failed alternator with a rush replacement just prior to Tuesday's event and then a mysterious fuel delivery problem during the event that caused loss of power at



Treasurer's Report

Jan 1, 2002 to June 30, 2002.

Beginning Balance	
Checking Account	1704.65
Savings Account	<u>2873.69</u>
Total	4578.34

Income:	
Membership Dues	1870.00
(37 new, 55 renew)	
Back Issues	4.00
Donations	5.00
Advertising	0.00
Interest Income	<u>18.71</u>
Total	1897.71

Outlay:	
Postage	991.60
Printing	961.38
Copying	10.83
Supplies	177.34
Advertisements	70.00
Other	<u>50.00</u>
Total	2261.15

Ending Balance	
Checking Account	1322.50
Savings Account	<u>2892.40</u>
Total	4214.90

Income less Outlay	-363.44
Ending Balance less Beginning Balance	-363.44

Dene Barrett, Treasurer

An Uncommon Sight

Mike Deak drove his Alpine to the big Citroën meet in Amherst, MA, from New Hampshire. Mike works in Boston and keeps his car across the state line. He takes the car down to Austin, Texas each winter. It must be a short trip. Even though Panhards were allowed on the show field, other French makes had to stay in the holding area- there were enough cars there for a second car show.

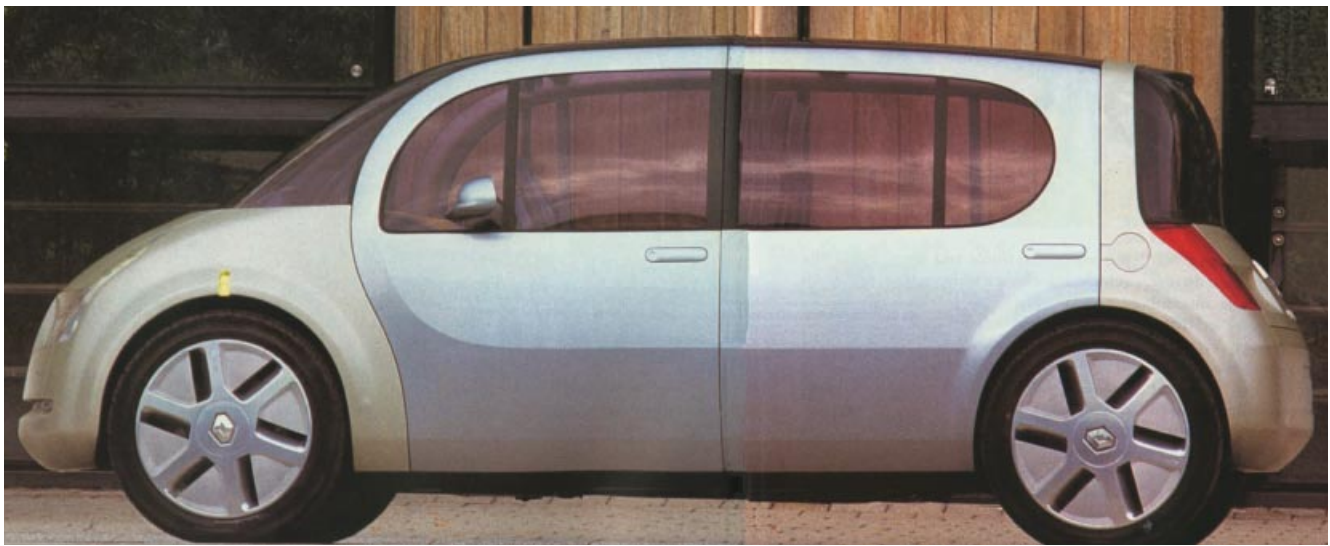


several points on each run. The 2003 Championships should see a much stronger effort from the Phrog after a further year of development, which will include a new, more powerful engine and (hopefully) all the bugs eliminated. Patrick and Marx finished 32nd and 33rd respectively. They also found mechanical problems cropping up, to include loose bolts that almost allowed the steering gear to fall off! Their little 1400cc engine was down on power compared to most but they had a blast zipping through the two courses. Everyone agreed that the LeCar had a lot of potential and the dynamic dual is expected to be back next year with a faster and even more fun "Leaker".



Alpine photos below: Alanskii





Ellypse Around Town

By Claude Baiotti, from Global Renault 15

In tune with this year's Paris Motor Show theme of urban mobility, Ellypse offers a glimpse of what tomorrow's city car might be like.

Economical, environmentally friendly and practical, the latest Renault concept car uses Touch Design to showcase a new relationship with the automobile.

The design of the Ellypse is immediately appealing. The shape of the headlamp clusters, the distinctive Renault Grille and the vehicle's simple lines show not a hint of aggressiveness. This compact car 3.9 meters long is first and foremost eco-friendly: solar cells all along the transparent roof panel help to optimize air conditioning in the cabin. The "centre-pillarless" design of Ellypse facilitates ingress and egress. Even more practical is the two-way system that lets the rear doors be opened either in the traditional manner or tilting from front to back. The cabin is simple, welcoming and friendly, reflecting the shape of the exterior. Soothing and relaxing it features a soft mimosa colour. The generous surface of the transparent roof and glazed areas let plenty of light into the cabin and provide superior visibility. With simplicity in mind the dashboard curves into the floor to create a gentle wave form supporting the four seats, and its streamlined design features two central displays. The lower one, for the driver, includes a foldaway multi-function control panel. The upper display, which can also be concealed, shows information to all the occupants.

Touch Design

The resolutely innovative Ellypse cabin benefits from Touch Design introduced on Talisman. A series of contrasts between simple forms and technology "hubs" and the shape of the controls make the system intuitive, effective and pleasant to use. Similarly, the slim seats maximize space inside the

cabin. The soft, padded upholstery is pleasant to the touch and extremely hard-wearing. And the "memory foam" adapts to passengers' body shapes, adding to the sensation of comfort.

Multi-Position Seats

Ellypse also features the brand-new concept of "smart seats". Intelligent kinetics take them from a "drive" position to a "rest" position, with the seat folding electronically into the floor. Designed for either city or open-road driving, Ellypse is equipped with both an internal combustion engine and an electric motor:

- an innovative 16-valve 1200cc turbodiesel engine provides excellent performance, developing 100 bhp and torque of 200 Nm. The advanced common-rail injection system uses injectors that deliver pressure of some 2,000 bar;
- the 12kW starter-alternator not only supplies the two functions of starter and alternator but also doubles as an electric traction motor supplying extra power to the internal combustion engine. It can even propel the vehicle alone over short distances. Transmission uses a robotized gearbox that optimally adapts fuel consumption to driving style. To maintain air quality, the internal combustion engine uses a new emission control system. A four-way catalytic converter simultaneously processes



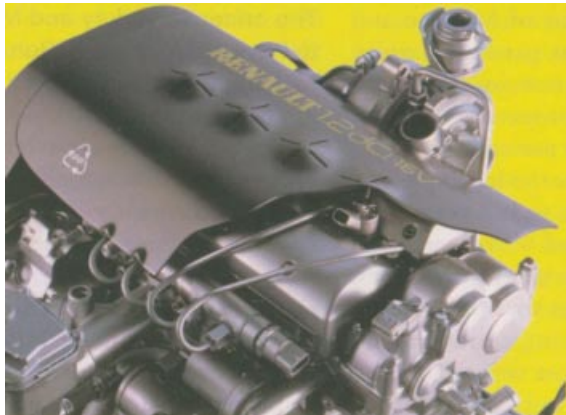
CO, NOx, Unburnt hydrocarbons and particulates. An advanced onboard diagnostics system not only warns the driver when exhaust emission levels are being exceeded, it also continuously monitors the physical and chemical composition of the emissions, fluids and gasses inside the vehicle, launching a maintenance alert when necessary.

The leading-edge technology of the powertrain combines with the vehicle's low eight (980 kg) to ensure a particularly low level of emissions; 85g of CO2 per kilometre measured over the NMVEG cycle, which is equivalent to around 3.2 litres per 100 kilometres. By supplying 42 volts to the car's electrical circuit, the starter-alternator allows the number of x-by-wire functions to be increased. Hydraulic cylinders have been replaced by brake-by-wire, steer-by-wire and shift-by-wire. Electric air conditioning also helps to save energy. An added advantage is that the few remaining onboard fluids are non-toxic and biodegradable. Ellypse was created with sustainable development and respect for the environment in mind. Making the components easy to disassemble and sort for recycling was another of the designers' prime concerns.



A Clean Car

The same demanding approach meant that the design was simplified and the number of parts deliberately kept to a minimum. The bonnet, grille and bumper now form a single part. The choice of materials was also the subject of painstaking research. Ellypse is composed mainly of recycled, recyclable and renewable materials. For instance, the structure is a combination of recycled aluminium and steel. The bonnet, wings and rear are made of polypropylene, which is made from plastic car parts and distinguished from the aluminium doors by a colour code. Similarly, the floor covering is made of synderme, a natural and renewable material composed mainly of leather offcuts. Soundproofing materials are made largely of recycled materials, such as vegetable fibres and plastics from bottles and packaging. The ongoing quest for environmental friendliness makes Ellypse a natural part of its surroundings.



Vital Statistics

1.2 dCi 16v diesel engine	
Power	100 bhp (72kW)
Electric Starter-Alternator	
Power	12 kW
Transmission	5-speed-manual gearbox
Fuel Consumption	3.2l/100km
Emissions	85g of CO2/km
Wheels	19 inch
Tyres	Michelin PAX System
Dimensions (L/W/H)	3900/1700/1500mm
Wheelbase	2600mm
Front and Rear Track	1600mm
Weight	980kg



GAUGES & CONTROLS

Butter Pat Chapter IV

Story and Photos By Jacques Lynn

Butter Pat is my little yellow 1958 4CV. She looks perfectly original from the outside except for her missing chin and modified front bumper. A front mounted radiator was the best cooling solution for the 1983 Alliance motor in back. In the past year and a half, I've written three articles on the transformation (issue 57,58, 61). This is the fourth to be followed by ones on suspension and steering, brakes, and the final finishing touches.



The first thing I knew had to be done was a 12-volt conversion. That modern computerized engine wasn't going to run on 6 volts. Originally the battery had been in the back next to the engine. The newer Dauphine model moved the battery up front for better weight distribution and a neater engine compartment. I did the same with a 12-volt garden tractor battery of half the size of the original. The battery box was crafted out of a surplus army ammo can while a long battery cable scavenged from a Dauphine ran back to the motor. Light bulbs needed to be changed, as did the gauges and most of their sending units, the directional flasher, horns, and wiper motor. I wasn't worried about the heater motor since I had plans to do away with it altogether (chapter III).



New speedo decal, multiple wire jack, radiator blind control, R10 shifter stick, warning lights above radio.

When approaching the instrument cluster take a sedative. You're not going to get at it easily. It is held in place with two 10 mm nuts behind the dash on such long studs you won't be able to use a socket. You'll be upside down with a flashlight in your mouth, feet in the air' working in a tangle of wires. While you're down there unscrew the speedometer cable. Now the cluster will slip out a few inches. Each of the eleven wires is held in place with a tiny nut and lock washer. Hard enough for ham fist mechanics, but with such short wires it's near impossible to see what you're doing. And don't forget where each wire goes back. After several bouts of this I learned how it should be done. First replace the two 10 mm (wrench size) nuts with knurled knobs that can easily be removed with fingers. The aluminum knobs used behind the Dauphine headlight buckets work nicely. Next with a pair of dykes, cut all eleven wires. There will be enough slack now to unscrew the speedo cable. I found a 12 wire jack in a junkyard and spliced it in. It now takes less than a minute to get the cluster out while sitting in the front seat with a can of beer in my other hand.

Butter Pat has been a seat of the pants affair. For example, the red painted electric coils and needle behind the fuel gauge looked almost identical to the 12 volt green ones behind the Dauphine's gauge. The gauge configurations were different, but those little painted coils and needle could be switched. Using the R10 sending unit and gas tank (chapter II). It worked fine only backwards. Ah yes, the dauphine needle had pointed up while the 4CV on hung down. At "0" the tank was full and at "4" it was empty. I now consider this in a positive light! Some jealous Renault wanna-be hot wires and runs off with Butter Pat! He's going to run out of gas before he realizes that full means empty.

My friend and advisor Jonathan Burnette then suggested a "Zenor Diode" spliced into the temperature gauge wire. It knocked 12 volts down to 6 and did the job without even having to change the 6-volt sending unit. Could have done that with the gas gauge too. A couple more things worth mentioning, I had new original looking decals made for the instrument cluster (available from Jacques Rear Engine Renault). Secondly, I found the speedometer could be adjusted with a tiny screwdriver through an equally tiny hole in back. The hole was originally plugged with a piece of hard plastic. Knock it off and adjust with the screwdriver blade, clockwise to slow it down and counter to speed it up. I replaced the wiper motor with a 12 volt 3 speed unit pulled from an Alliance. With a three-position push-pull switch in the dash I had 2 speed 12-volt wipers. I like those push-pull switches. They are easy to remember which way is on and which is off.

I do not believe a temperature sender and gauge by itself is enough warning for a heating problem. Too much depends on always keeping an eye on the gauge while driving. At night they are very poorly lit and even harder to check. One trick I use is to paint all the hidden inside surfaces of the Speedometer housing bright white. This about doubles the illumination of the gauges. I like to add the dry R8 or R10 sending unit to any Dauphine or 4CV that I own. The unit bolts on the outside of the head and will send out voltage for a warning light and buzzer when the motor gets too hot. The combination of the three warnings is the best system, gauge, light & buzzer. Of course the trick is to place the temp sender on the right part of the head, not too hot and not too cold. The position I had recommended in issue #61 for the Alliance turned out to be too hot. The sender often went off even before the radiator fan kicked in. I moved the unit to another existing boss next to the distributor. I used a resizing insert to bring the threads down to the correct size, but this is now a little too cold for me. My experiments are still on going for this.

Light bulbs were easy enough to change to 12 volt, but the added voltage meant a hotter bulb, which started to melt taillight and directional lenses. A small piece of aluminum foil above the tail light bulb stopped that, but would not work for the directional that I'd mounted in Traditional European fashion near the roof in back of the rear doors. I had also compounded the problem by removing the US model only plant on directional up front. This meant that the remaining bulb on each side needed higher watt ratings to activate the blinker box under the dash, and more watts meant still more heat. I went back to the original two bulbs per side system, but instead of the lenses in front, I hooked them up to Red lights in the engine compartment. They blink behind the louvers and give an added touch at night. Also are good for emergency lights on the road with the lid up. They even provide enough illumination for engine work at night.



Controls; swing arm handbrake connection, radius rod addition, shifter rod adjustment (2 through bolts), battery cable going up front, speedo clutch & throttle cable, water pipe at bottom corner.

There were five mechanical controls that needed modification, clutch, throttle, shifter, handbrake and heater. I used a longer Dauphine cable and cable clamp end at the clutch fork for the first. The throttle required the same thing, but it turned out that the throw of the pedal connection was too short to fully activate the throttle body. This required moving the position of the butterfly post closer to the throttle shaft. The 4CV shifter stick had always seemed rather flimsy and hard to reach. I replaced it with an R10 one that was thicker and curved back closer to the seat for more comfortable shifting. The linkage to the transmission had to be shortened and adjusted, but otherwise its modification was straightforward and simple.

The handbrake was another matter. The 4Cv had a mechanism bolted to its oil pan that would tighten the brake cable stretched between the rear wheels. This and similar systems used on all rear engine Renaults rarely worked well. According to Jonathan, you needed to keep the cable where it passes through the tightening mechanism clean and lubricated. But I still felt it was too easy to drive off forgetting to release the handbrake without noticing it, prematurely wearing things out. I was using an R10 330 transmission with disc brakes. I rigged up a yoke and vertical swing arm connection to the handbrake cable between the wheels. It pivoted at a point below the floor just under the back seat. The mechanical advantage could be adjusted by moving either the yoke or the rod leading to the shifter stick up or down the swing arm.

The Parking brake is now very effective. Jonathan pointed out that by my not using the outer cable housing of the original system, the cable pulled at the caliper housings now instead of just the mechanism alone on each. Consequently the pads would wear down unevenly. This turned out to be minimal though. The hand brake worked so well Butter Pat couldn't be driven away with it on, cutting pad-wear down to little or nothing.

I needed more indicator lights. The lights, little red, yellow green and blue ones found in R10's were mostly spaced in a line above the radio. Two push-pull switches were out of sight below the dash and a little toggle was in between a red and yellow light above the radio. One light and push-pull was for the radiator cooling fan override. Another set was for the muffin fan between the trunk and passenger compartment. Hot radiator air was transferred from the trunk for heating. The fans only needed to be used when the car was stopped or slowly moving to heat it. An R10 circular air vent with its pivoting control flap was under the dash behind the muffin fan. This has already been covered in my earlier article Heating and Cooling, but I had not yet gotten the temperature control right at that time.

Butter Pat IV



Above: temperature control blind pulled up. Below: Heater muffin-fan, battery box sealed off from heater air, carpeted trunk for insulation.



Originally the 4CV used a radiator blind to control heater and engine temperature. There was a two-foot sliding mechanism near the door by the driver's feet so he could reach down and raise or lower the blind. I bought a Venetian blind to fit over the radiator exhaust holes cut in the back of the former spare tire well up front. With the same slide mechanism now positioned underneath the center of the dash, air temperature could be easily controlled. I also carpeted the trunk floor, insulated the hood, and isolated the battery compartment from the trunks hot air.

The toggle switch between the two lights above the radio was my answer to a perplexing problem. I used the early R8, R10 dry temperature-sending unit. It only came on if the motor was not at its normal operating temperature (82-109 degrees). This meant that not only would the warning light and buzzer go on in case of overheat, I got it for the 5-10 minutes it took for the motor to warm up. I liked the light on during warm up, but the buzzer was driving me batty. I asked all my knowledgeable friends how to eliminate it alone only during the warm-up. No one could figure it out, not even Jonathan (over the phone). "Easy enough" they would finally say, "just have a manual cut-off switch for the buzzer." But I know I'd forget to switch it back on for over-

heat warning afterwards. Wasn't there an automatic system? So I gave up and used a bi-polar toggle switch between the red and yellow indicator lights. Warming up, I switched off the buzzer and on the yellow light. When the red one went out the yellow had to be switched off re-connecting the buzzer in parallel to the red light

Jonathan finally came through with a truly professional solution. The engine computer signals the EGR valve when the motor reaches normal operating temperature. Too bad it was a negative ground signal because a positive one could have simply activated the buzzer straight away. One would have to insert a small relay in the line to change polarity first. I had already drilled my dash and installed the former system by this time, so it was too late, besides switching off the buzzer was a simple test to make sure that it still was working.

The next chapter will cover the most difficult part of Butter Pat's evolution. I'm still not satisfied with the suspension and steering, but it may be that I've reached the best I can do with it. Also hopefully, I will have a good solution in place to the front windshield defrosting by then.



Electric high pressure fuel pump top, conduit water line, hand brake cable tweaking rear caliper, radius rod bolted to backing plate.

Below: Butter Pat at Best of France & Italy 2000. (Sarmanian)



THE RISE AND DEMISE OF MY FIRST 4CV

By Clancy Menzel

In the fifty's I worked Christmas vacation in Michigan to make money for school clothes, books, etc. Any money left over was set aside and monitored by my parents. At age 15 I wanted a car even though I didn't have a driver's license. My parents found a green 1950 4CV in a neighboring town with a real estate sign on the doors. It went for all of \$175. A friend and I painted the car black at his dad's body shop. At the time only three of my friends at school had cars. But then there were only 350 students altogether kindergarten through grade 12.

In the summer of 1954 I worked for a farmer for \$100 a month and a weeks vacation on the Au Sable River fishing. This farmer also had a pet raccoon. I'll get back to this shortly. When I got the car I was in the process of cutting a hole into the trunk up front by my left leg to accommodate a radio. In those days radios were vacuum tube and very large. My mother came by and asked me what I was doing. I told her and she asked where I got the radio. " From a friend for \$5." Her logical response was "Where did you get the \$5?" I said I still owed it to him. She replied to take the radio back until I had earned the \$5 to pay for it. Of course now I had a radio hole but no radio.



Back to my vacation, I was loaded up and had a rowboat in tow. And guess who was up front in the trunk, my friend the pet raccoon. While driving down the gravel road toward the main paved one, he kept grabbing my clutch foot through the radio hole. I reached in back to get my light jacket and stuff the hole shut...bad idea. While stuffing the hole I drove off the road into a drainage ditch banging up the Renault and bending the front wheels (star wheels of course). The only injury I received was from the raccoon when he bit me after I caught him running in the wheat stubble. The farmer was ahead of me in his car and turned around and got his truck back at the farm and pulled me out. We towed my Renault back and soon left on our fishing trip with the rowboat tied to the roof of the farmer's car.

My parents didn't know about the accident until I got back a week later. My friend and I banged out the body and painted it again. Of course the wheels didn't get straightened so I continued to drive it with bent wheels. This worked fine I thought until it took its toll on the left hand front axle. Parts were hard to find in the 50's (Jacques wasn't in business yet), but I did locate one in New York. When it came it was the wrong one. There went \$23, so I sold the car to a machinist for \$50 including the new axle. Still, I had driven the car for three years.



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