

Renault News 67



1st Quarter 2003

February - March

Photo by Silano for Bergdorf-Goodman



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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 Caravelle has somehow stolen the show in this issue. Three articles will be featured on the unique convertible in issue #67. I want to thank **Terry Zabransky Jorma Peisalo, DeWayne Ashmead, Francisco Miranda**, as well as **Claude Campas** and **Michael Muller** for translating stories from French and German so our members could enjoy them. Also I need to again thank our friend from the Renault Owners Club of Great Britain, **Hector Makenzie-Wintle**. Hector scooped us again getting the story of Howard Singer's wooden roadster. Finally, thanks to **Kevin Tallant** and **Lou Franceschini** for their assistance with the story on Renaults plans to return to the United States. We have some of the finest contributors. I would put them up against any club big or small.

The password on the Members-Only Section of the website will change again in mid January. The new Username will return to: renault and the password will become: rambler. 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

Kurt has been working hard on the website. He has added a new online discussion area. This will possibly one day replace the one we have at Yahoo Groups. It should be much better as it is at our website, so we don't have to deal with annoying ads and passwords. There are currently four different groups: one is just a general area pertaining to Renaults, another is dedicated to rear-engine models, still another to front-engine models and finally a group to discuss upcoming events. Please check it out at www.renault-club.us and let the conversation begin!

It won't be much longer before we start announcing events for 2003. I hope to see many of you along the Renault highway this year. If you have any ideas for possible events please contact me and we can discuss them. I am looking forward to Spring and much warmer weather.

New Members

Hardy, Peter, 44 Crescent Road Apartment A, Greenbelt MD 20770, E-mail: arctic_aussie@yahoo.com Renault Caravelle S 1966, R1133, White, Renault Floride, R1131, Yellow, R8, R1134, Gordini, R8, R1135, Replica, Red, R8, R1130, White, R8 R1130, White, R8 R1130, Teal

Ovendale, Bob, PO Box 819, Silverton, OR 97381, H - 503-874-9270, E-mail: pops58met@aol.com 1960 Dauphine, Red, 17k miles, 19?? Dauphine, White, 49k miles

Johnson, Keith, 25921 Grass Lake Road, Antioch, IL 60002, H - 847-395-1584, E-mail: keifer@ync.net

Mejia, David, 25604 Shaw Place, Stevenson Ranch, CA 91381-1515, H - 661-222-9039, E-mail: davidme@fox.com 1974 A110 Dinalpin, Yellow, 75k miles, with 1300 Gordini engine

Webb, Richard, 1085 Stovall Boulevard NE, Atlanta, GA 30319, O - 404-233-0582, E-mail: adovation@mindspring.com

Flatekvaal, Oeyvind, Hjelmelandsgt.14, Stavanger, 4012, Norway, E-mail: flatekvaal@hotmail.com 1961 Dauphine, R1090, Red

Mast, Neil, 7712 Bobran Court, Boise, ID 83709, H - 208-376-3923, E-mail: notchback@cableone.net

Bland-Rinehart, Candice, 6010 California Circle #109, Rockville, MD 20852, H - 301-881-0612, E-mail: candy.bland@wholefoods.com

Michel Germaine, 1354 E Garnet Cr. Mesa AZ 85204, H - 480-892-8928, E-mail: misyltours@msn.com 1964 Caravelle

New Online Members

Larson, Dan, Denver, CO, H - 303-475-2266, E-mail: dlarson@epobox.ws

Thoroman, Ted O. PO Box 5871, Twin Falls, ID 83303-5871, H - 208-735-1909, E-mail: tctcct@magiclink.com 1984 Encore S, Silver, 47k miles

White, Mike, PO Box 50745, Tucson, AZ 85703-0745, H - 520-235-1760, E-mail: mikerenault@cox.net 1962 Caravelle

Herring, James, PO Box 128, Wayne, NJ 07474-0128, E-mail: hobbyhound@hotmail.com 1982 Fuego Turbo, Silver

Judd, Pablo, 5450 Mayme Avenue #2, San Jose, CA 95129, E-mail: amnesia@darkcapricorn.com 1983 Alliance, 27k miles

Chabot, Paul, 6 Flemington Drive, Caledon, Ontario, Canada, L7C 1B5, H - 905-843-3969, W - 416-253-4048, E-mail: gordini@acncanada.net 1970 R8, Blue, 54k miles, Imported from Holland

Cardaciotto, Nick, 150 Volusia Avenue, Hamilton, NJ 08610, H - 609 584 1837, W - 609 421 6560, E-mail: Renaultnic@aol.com 1987 Alliance GTA Convertible, Red,

Jones, Harley, Renault Car Club of Queensland, Australia, E-mail: tudorjones@bigpond.com (Club Exchange Renewal RCC of Queensland)

Werner Fruhwirth, 210 South Alcott Street, Denver, CO 80219-2133, H - 303-922-6213, 1986 Encore S, Beige, 25k miles, 1987 Alliance Convertible, Blue

Renault to Return to the U.S. Market?

By Marvin McFalls

Recently I received a call from Lou Franceschini a member in Las Vegas. He had seen on CNN Headline News in the small news headline on the bottom of the screen: "Renault to reenter US Market by the year 2010". Obviously, this is big news. I am online looking on every major news website as well as Renault.com for the complete press release. After searching for three days and finding nothing on it I asked for assistance. Luckily club member, Kevin Tallent had also saw the headline, and he was conducting his own search.

Kevin finally found the source where CNN picked up the story. It came from an article in the December 2nd issue of *Automobile News* magazine. Here are some excerpts from that interview with Louis Schweitzer President of Renault S.A.

Automobile News: Do Renault and Nissan share the world (market)?

Louis Schweitzer: No. Each has areas where it's dominant, but it's never exclusive. The basic philosophy of our alliance with Nissan is that the strongest helps the weakest. Renault helps Nissan in Europe and Latin America. Nissan helps Renault in Japan and Mexico.

AN: Where does that leave the United States?

LS: From about 2010, Renault may start thinking about returning to the U.S. Not before. For the time being, we have neither the money nor the time for that.

AN: If Renault returns to the United States, will it build cars there?

LS: Yes. I think that a volume carmaker in the U.S. has to produce locally. For a luxury brand, it's different.

So it turns out CNN goes through all the trouble of running a story on Renault returning to the United States and they get it wrong. I must say that I am not surprised. Poor reporting seems to be the norm rather than the exception these days. While the news isn't as good as we first thought, at least Renault is talking about a possible return, compared to the recent past and since the beginning of the Alliance when they have always denied that returning to the U.S was their ultimate goal.

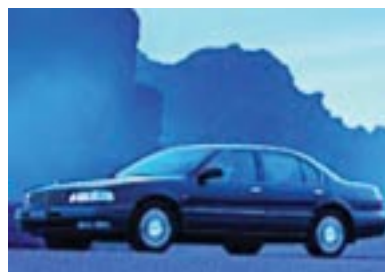
In the past two years steps have been taken to pave the way for a possible return including: buying interest in both Nissan and Samsung motors and making both companies profitable again. Renault has now set some lofty goals for themselves and the other members of the Alliance, which they must first reach before planning a return to the United States. Renault wants to become the most profitable automobile manufacture in Europe and in turn make the Renault-Nissan Alliance the world's most profitable automotive group. Other goals include: Renault to improve from it current production of 2.4 million vehicles per year to 4 million by 2010, and Nissan would be able to produce nearly 4 million motors per year by 2005.

Other goals throughout the group include Dacia moving from the their current production of 50-60,000 vehicles a year to 500,000 by 2010. This would be accomplished by the sale of a new car that only costs around \$5000, as well as deeper penetration into the Eastern European market especially Russia. While they also plan to have the Korean built Samsung begin to see international expansion as well. They will not be sold in Japan where they would compete against Nissan but they will target other Asian Markets.

The future looks bright for the Renault Group. However, to truly be a leader in world automobile scene, they will have to have a bigger presence in its largest market. Nissan currently holds four percent of the U.S. market. While this is a start, with just one badge I can see them improving their share more than a point or two. Competition is very steep and Nissan is well behind fellow Japanese manufactures Honda and Toyota in owner loyalty. While introducing Samsung to the market is a possibility, recent disasters like Daewoo and GM dropping the Geo name from their line, Korean cars haven't done very well.

With Renault's current line of vehicles, and a first-rate dealer and service network there is definitely a place for French manufacturer in this market. Being partnered with Nissan they have the ingredients they would need to be successful here. However, if they ignore the advise of their dealers and don't use a top American marketing firm, they would fail like they have so many times in the past. Being very cautious is smart, but doing nothing would be foolish. Time will tell which path Renault will choose.

Samsung SM3 (left), SM5 (center); Dacia SuperNova (right)



2002 Paris Auto Show: Variety and Opulence

Text and photos by Steve Moore (from PCN)

Enthusiasm for the Paris Auto Show is fierce. As one of the largest shows on the planet, enthusiasts and consumers arrived from around the globe to sample the latest offerings. Between September 28th, and October 12th of 2002, hundreds of thousands piled into the Porte de Versailles exposition hall. Unlike American Auto Shows, attendance doesn't drop off during the weekday, and even at the midpoint of the Paris Auto Show's two week run the entrance lineup was easily thirty to forty minutes long. One thing is certain, Europeans take their vehicles very seriously.

The Paris show is spread out among eight halls spread out in a "v" formation that is roughly seven blocks long and two blocks tall. Many halls have multiple floors, and most are interconnected by sky bridges or long hallways. Between the 3rd and 7th hall is a man made 4x4 dirt park where SUV's can reveal their talents and shortcomings - the perfect place to pit the new Kia Sorrento Turbo diesel against the newly redesigned Range Rover. Variety, opulence, and showmanship abound. It is clear that while Europeans take their vehicles seriously, manufacturers take the Paris Auto Show very seriously.

The first hall is the largest hall, and the is the location where most show-goers begin their adventure. Here, the real estate is vast - and mostly occupied by French makes. Citroën, Peugeot and Renault reign supreme here, each occupying roughly three to four times the floor space of the other makes. Luckily, the French put their display space to good use.

Manufacturers arrive at the hall more than a week before the doors open to begin work on their vehicle displays, and the time is well spent. The French have simply outrageous displays. Citroën has a blimp sized mushroom that resembled a recently landed UFO. Peugeot has a number of cars on revolving turntables supported by 15 foot long poles. Renault built a two story mezzanine to house all of their cars, which in effect looked directly down on the Peugeot and Citroën displays. Other manufacturers had handsome



wood platforms, with stylish metal handrails - but no one went as far into their pockets to create ambiance as the French did.

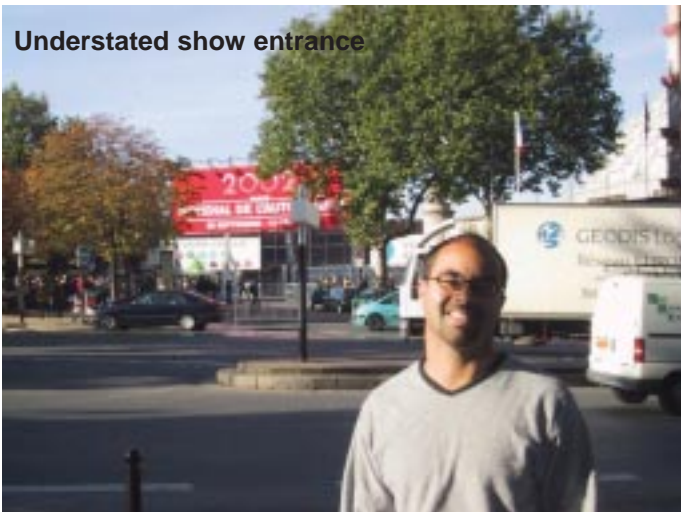
Perhaps this explains why the French are so much more passionate about their own cars than Americans are about their own models. Fully eight of the top ten models sold in France are French - four Renaults, two Peugeots, and two Citroëns. Only the Opel Astra/Zafira and VW Golf break into this exclusive and nationalistic top ten list.

Out on the streets of Paris, you'll see a number of German cars that may seem to contradict these sales numbers, but get away from the core of the city - and you're hard pressed to find many non-French cars.

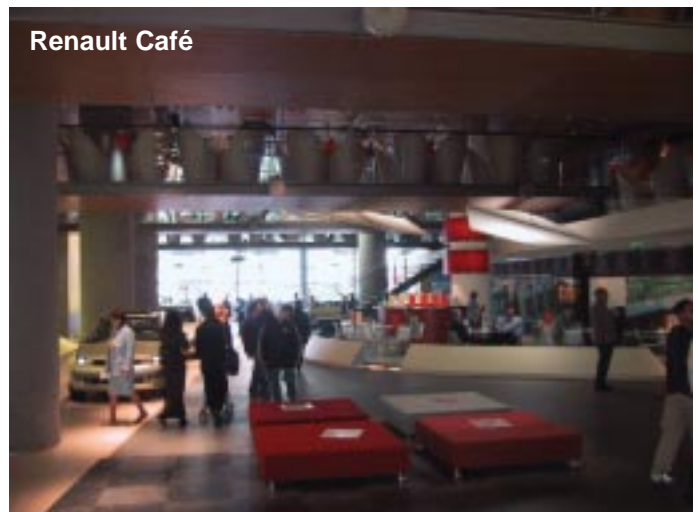
Back inside the show, you'll find very few "barkers." No scantily clad women reciting memorized speeches about cars they'll never even drive. No gimmicky unveiling theatrics, and No abundance of freebies. While a \$9 entrance fee at an American auto show often yields a orgy of squishy toys, light up pens, and even multimedia toys - the hand-outs at the Paris Auto Show were decidedly more frugal.

There were no fully accessible racks of brochures, slop left for the grazing herd. Most manufacturers required that you

Understated show entrance



Renault Café



approach an employee at a kiosk to ask for the specific model brochure you were interested in. Try to ask for multiple model brochures, and you'll only be rebuked with a single "tout les gammes" brochure - a rather emaciated brochure with only cursory information about the entire model line. If you're seeking more detailed information, you'll have to be a bit more sly to liberate the information from the manufacturers tyrannical hold.

Once you've secured the proper goodies in your bag, you'll probably try to actually sit inside one of the distinctly styled vehicles. Prepare to wait. Most Americans visit the interior of a new car at a car show for sixty seconds or less. At that point, other impatient Americans shoot daggers in your direction, urging you to relinquish control of the driver's seat. In Paris, patient show goers will wait up to six minutes before gathering up enough velocity to escape the unnaturally strong pull of the car's gravity.

The cars with the most pull tend to be those models that either debuted at the Paris show, or were recently introduced elsewhere. Some of these French cars included the funky and functional spiritual successor to the 2CV, called the Citroën C3 Pluriel.

The C3 Pluriel is a versatile and reconfigurable little car with a comfortable interior and quirky cute styling. The tailgate, glass hatchback, retractable cloth roof, even the C pillar is removable. The result is a pillarless coupe with a huge cloth sunroof much like the original 2CV. The trick is that this coupe has a glass hatch and tailgate that can be opened to ease entry to the rear cargo bay, or be removed completely along with the C pillar in order to create a convertible truck.

Citroën's other eye catching model was a not for sale concept called the C-Airdream. A low slung sports coupe that looks like the love child of a Volvo 1800ES and a Subaru SVX, it has no b-pillar, and a glass roof that folds into the hatchback and rear glass. The C5-based sports cars good looks drew a continuous crowd right up until the show closed its doors for the evening. Provocative, but not particularly functional, the C-Airdream could hint at how the upcoming C4 Coupe will look.

Directly across a small isle, Peugeot's traditionally conservative sedans, coupes, and hatchbacks are joined by several concept cars, and a new convertible. The RC concept car is a lightweight ground hugger powered by a 175hp 2.2L diesel engine or a 180hp 2.0L gas engine. Possessed of Peugeot's adroit handling, and stunning good looks, the car could be quite a contender if put into production. Less likely for production is the Sesame, a short wheelbase, upright, personal coupe with sliding side doors for parking in tightly crowded urban parking spots. On the other end of the size spectrum, Peugeot offered the 607 Pescarolo - a handsome 607 made stunning with show car 20 inch wheels, low profile tires, and a very subtle ground effects kit. The production ready 307CC is the spitting image of its little broth-



Citroën Pavilion



Mégane II



Mégane interior



Avantime interior

er, the 206CC, though with considerably more interior room and a Mercedes SLK style power retractable hardtop. Also noteworthy was the new 206RS with 180hp which would trump the new Civic Si in looks and performance if it were imported to the United States.

Contrasting Peugeot's conservatively styled lineup, most recent Renault products have had a decided focus on style and fashion over horsepower and handling. The new Renault Mégane is no exception. Borrowing the vertical tail treatment from the Vel Satis and Avantage, the Renault is controversial and daring. The interior uses high grade plastics and seems to have made a concerted effort to emulate some of Volkswagen's better interior choices. Two glass sunroofs, the first fixed over the rear passengers and the second tilts and slides over the front passengers, bring in additional light making the interior appear deceptively large. Speaking of large, the new Renault Espace made a rather unnoticed appearance. A handsome interior surrounded by some less than graceful lines, the Espace looks more like a 1991 Lumina APV than a sleek European people hauler. While the French definitely dominate the First Hall, the perimeter of the hall is lined with subordinates. Mercedes introduced their conspicuously opulent Maybach, in a corner and had to use velvet ropes to keep out adoring fans. Only twenty camera-toting car freaks were allowed near the Maybach at a time. Ushered in like cattle, they were separated from the car by a metal barrier while actors displayed all of the luxury features, most of which were operated from the back seat of the car.

Less than fifty feet away, Chrysler showed their Mercedes SLK-based Crossfire coupe. Strangely, no throngs of spectators rushed this beauty. The only real crowd at the Chrysler stand was huddled around a leather swathed Voyager minivan powered by a 2.5L four cylinder diesel routed through a five speed manual transmission.

The other end of DaimlerChrysler's size spectrum was from the smart division. The new smart roadster-coupe with its spunky 80hp engine is rumored to be destined for North American roads. Though at first glance it seems like an overgrown go-kart, its light weight and innovative six speed semi-automatic transmission could help it take hold in our ever expanding convertible market.

Another long-awaited convertible, BMW's newly redesigned Z4 was mobbed by gawkers from the show's open to close. The crowd even remained after the friendly folks at BMW rolled up the windows, put the top up, and locked the car nearly an HOUR before the show ended. Despite the controversial "flame surfaced" styling, people just could NOT get enough of this car.

Surely, the crowd at BMW left nearby American-owned Opel feeling lonely and abandoned. Its robust and handsome Vectra four and five door sedans were overshadowed by BMW's presence and an overwhelming ennui that the

French feel for American cars. Despite this, the Vectra seems to be a competent car with handsome, if reserved styling. Interior fabrics and plastics seem to be of higher quality than the Ford Mondeo, the Vectra's chief competitor and the Vectra avoids the fake wood camouflage that has begun to creep into European cars. Luckily, the Vectra is a likeable car, and even more likeable as the new Saab 9-3 which should already be rolling around North America at the time this is published. Keep an eye out for the redesigned Saturn L-Series, Chevy Malibu and Pontiac Grand Am which will all be built on the Vectra platform in the near future.

On the opposite side of the first hall, Mazda showed off their new Mazda6, which will debut in the U.S. as a four door model - leaving the five door sedan and wagon to the Europeans for the first year. A shame, because the wagon is stunning with an Audi A4 Avant kind of handsome you rarely see in Japanese cars. Ford also brought the StreetKa, which could only be the love child of an Audi TT and a Chevy Metro convertible - stylish, and cheap. Elsewhere in Ford's Premier Automotive Group, Volvo introduced a 300hp, all wheel drive S60R. Understated, with minimal visual cues to distinguish the car from its more plebian 170hp S60 brothers, the S60R is a sleeper to be reckoned with.

Volkswagen made a dramatic leap up market with two new vehicles. The full sized Phaeton sedan is an orgy of wood and leather with every conceivable luxury convenience and a stump-pulling diesel V10 engine that makes roughly 555 lb/ft of torque. Also noteworthy are its indirect climate control, and complex power operated trunk. The Touareg, Volkswagen's first Sport Utility Vehicle features similar luxury equipment and air suspension. Conservatively styled, and gifted both on and off the road - VW will surely sell a large quantity of the these elevated station wagons.

Strangely, Volkswagen was one of the few manufacturers who did not offer rides in their SUV's on the "Piste 4x4" or offroad driving course. Kia, Nissan, Land Rover, Mitsubishi, Hyundai, Toyota and Honda all put their off road vehicles to the test on the offroad course with several hundred spectators packed into nearby grand stands.

The Piste 4x4 off road course was an unexpected surprise, just as many of the distinctive features of the show were pleasantly unexpected. The 2002 Mondial de l'Automobile had a first-class (although extremely expensive) restaurant rather than the hot dogs and pizza served at most North American car shows. The displays were elaborate and beautifully constructed, with an attention to detail not seen on temporary displays at most shows. The huge variety of cars and trucks at the show included Russian, American, European, and Asian makes. The variety, opulence, and showmanship of the French are evident everywhere. At the Paris show, you sense you are at Cirque du Soleil, not Barnum and Bailey.

Project 114 – Renault Rambler

Translated by Claude Campas

In 1958 Pierre Dreyfus (president of Renault) started a project for the replacement of the "Fregate". This new car was named "Project 114". It took a long time to define the architecture of the car, 4 or 6 cylinders, maybe even 8... Finally, the project 114 had a standard version using a 4-cylinder engine and main components would be carried over from the Fregate and a top of the line version with a 6-cylinders engine with an automatic transmission. This later version was supposed to be exported to the U.S.

Preparations began to sell the car at the beginning of 1961. At the end of August 1961 unfortunately, Project 114 was announced more expensive than expected, even for the US market. In December 1961, Pierre Dreyfus stopped the project before tooling and set-up began. Dreyfus explained: "We cannot start a project with a cost 25% higher than expected, especially after only 14 prototypes".

To calm the anger of the commercial department Dreyfus decided to sell some American models. Which American Motors had assembled at a low rate in the Renault plant in Vilvorde, Belgium, starts in 1962. The sales of the Renault-Rambler nonetheless remained confidential. Although adapted to the European market, specifically concerning shock absorbers and upholstery, the nice American Rambler was not a success due to its high price.

The contract was signed with American Motors in 1961 because Renault sales in the U.S. resembled a shipwreck. The only benefit Renault received from its first affiliation with American Motors was that they were able to offer a top of the line car that they didn't have to build. So Renault could replace the abandoned Project 114 without having the expense of research and industrialization.

After this Dreyfus started the project "R16" and to minimize the disaster of Project 114, Dreyfus wanted the designers to use some parts from the work involved in the project. So the engine of the R16 (1.6 litre) was actually based on the six-cylinder motor of the Project 114 minus 2 cylinders. The failure of Project 114 was due to the defeat of the organization. Pierre Dreyfus affirmed: "To succeed we must use another way".

Translated from: *Renault 100 ans d'histoire*



IKA Renault Torino TS



Roadrunner Roadster

By Hector Makenzie-Wintle

What does one do with a well-rolled 1967 Renault 10? Well, you could re-shell it. Except that it probably is not worth it. You could scrap it legally or 'forget it' somewhere illegally. You could sell it to some unsuspecting nut, an eccentric millionaire, or a wood freak. To one of these latter that original wreck was sold for \$50. For more than 800 hours during 1975 and 1976, and artisan in marquetry toiled to produce this Renault 10 based wooden-bodied special.

Clearly, the original body has been completely scrapped and one has fears for the torsion rigidity of the bare floor print. All the wood used was marine grade mahogany, bent and glued as needs be. The floor of the two-seater is entirely mahogany parquet-block covered and varnished, as is the remainder of the wooden roadster body. The headlights are fashioned from wooden Scandinavian salad bowls and the combined stop/tail light from wooden drinking goblets. There are two open compartments behind the front seats and a slatted wooden grille over the open-topped engine compartment.

The engine is an unmodified 1100 Sierra five main bearing unit, with the rear fan exposed because the radiator has been removed to the front of the car behind a stained bamboo grille to achieve cooling. The cooler water returns to the engine via flexible rubber pipes. The large original pancake air filter for the carburetor stands proud off the rear deck, so it has to be removed for shows, but refitted when the car is driven.

The name Roadrunner name becomes apparent when you sit in the wooden seats with little padding and wooden ball seat covers. On the dash you will see two roadrunner emblems in the wooden dashboard. The windshield is a very flat piece of Plexiglas without windshield wipers. You will notice the leather trimmed steering wheel and the shortened gear shifter with a wooden ball head.

Not content with just emblems on the dash there is a further roadrunner on the rear mounted spare wheel center cap. But, the most fascinating of all would have to be the self-standing roadrunner gracing the front of the vehicle. It fits into a keyhole at the front of the hood, and



locks it in place when the ornament is straight ahead. Unlocking the hood is achieved by turning the mascot 90 degrees. With the hood up along with the space for the luggage, also the battery is located similar to the original R10 layout.

All and all, this is one crazy car and you cannot have read this article without a smile. Who would buy such a thing? None other than the founder of the Renault Owners Club of North America, Howard Singer. He has a penchant for the unusual having had a series of rare microcars including a 4cv beach buggy, Crosley Hot Shot, various Singers and a Bedford Dormobile, so he could not resist the Roadrunner wooden roadster when it came up at a recent car auction.

IKA Renault Torino 1970

The Ramblers sold in Europe weren't the only "Renault Ramblers." In Argentina, there was a three-way alliance between AMC, Renault and Kaiser Jeep, called Industrias Kaiser Argentina (IKA). The car below, left & pg 8, an obvious Rambler American body with a Pininfarina facelift was sold as the IKA Renault Torino. Legend is Pininfarina did the restyling in 6 days. Inline 6, 3770cc, 140hp (Torino L, S), 155hp (TS), 176 hp (GS), 4 speed manual only, front disk brakes on S, TS, and GS. Photos from IKA Renault publicity.



A Caravelle in Cleveland

Text and Photos By Marvin McFalls

Many of you may think this is a story about Kenneth Gladyszewski in Cleveland, Ohio, but in fact this Cleveland is in Tennessee. George and Naomi Corbit wrote me a couple years ago about a 1962 Caravelle they had bought from Naomi's brother. He had completely disassembled the car and lost interest in the project. At that time George was still working on the road so the car mainly sat in their garage, but recently he retired and now they are starting to work on the car. After joining the club, they contacted me about seeing my Caravelle S. Unfortunately my car is in pieces in the body shop, but we had one fairly complete at Marty's shop. So they came up to Lenoir City to check it out. They also picked up a repair manual to help out with the restoration, they were also looking for a parts manual and Ken G. was happy to provide them with one.

Before they left they invited me down to check out what they had and help identify some of the parts. A couple weeks later I made the 75-mile drive down to Cleveland. Considering I had been to Ohio, Virginia, and Maryland recently, this seemed like a walk in the park. Naomi had given me excellent directions, and I arrive 10:30 AM. They were waiting for me, and it wasn't long before we were digging thru boxes and checking out different parts. We did some research on the Engine, and found that his car should have had a 40hp Gordini engine, but it look liked the two motors he had were standard 32hp engines. I told them if they were interested I had a Gordini engine that came out of my Dauphine.

As the old saying goes 'time flies when you are having fun' before I knew it was 1PM. Naomi had gone up to the house earlier and made us a nice lunch. So after eating we looked at the photos from the Dayton meet and then I was back on the road, but not after a little incident. I had driven my LeCar and when it was time to go it didn't want to start. When I lifted the hood I smelled gas, so I



knew I wasn't getting fire. All the wires looked go then I pushed on the connector to the ignition module. It was a bit loose, so I put it back on and started it up and tried to start it again. Problem solved and I was on the road again.

I look forward to stopping by again and seeing how George and Naomi's project is coming along. They told me they hope to have it ready by next summer and they would be showing it off at one of our upcoming Renault meets.



DISC BRAKES AND MORE POWER FOR RENAULT'S NEW CARAVELLE "S"

The big news about Renault's Caravelle "S" for '63 is that in addition to the sleek and sporty look that's been so much acclaimed, there's a full 25 percent more power in the all-new rear-mounted engine. This extra engine muscle is in addition to other major improvements in the new Caravelle "S". It also features new disc brakes on all four wheels; a sealed crankcase that prevents smog-making fumes from escaping; and a suspension system that's been refashioned for smoother riding and more positive steering.

In assuring the public that the classy Caravelle's award-winning lines were basically unchanged, Vincent Grob, President of Renault's American operations, said recently, "We're not interested in a 'facelift' just to give the impression of a new model. People who know cars will recognize the important changes underneath."

The differences in the car's external styling are barely noticeable: the engine air intakes at the front of the rear fenders are gone, there's less chrome, slotted wheels are used, and a louvered grille at the top of the rear deck has been added.

This new Caravelle "S" has 51 horsepower instead of the old 40 and a displacement of 956ccs. In this rugged four-cylinder, overhead valve engine, the stroke has been reduced for a higher rpm. Five sturdy main bearings support the crank. Top speed: over 85mph. Gas economy: up to 32 miles to the gallon.

Driver worries about boiling, evaporating or freezing in the radiator have been all but eliminated with the Caravelle's new cooling system. Sealed at the factory after a permanent all-season coolant has been poured in, the system need not concern the driver from that point on; it has been tested in arctic and desert wastes and found to be safe down to 40 degrees below zero and in temperatures well over 100.

A unique feature in the Caravelle "S" engine -- and of special interest to smog-bound areas -- is the crankcase that seals off oil fumes. Silicon rubber seals at each end the crankshaft prevent leakage of these fumes.

Previous models of this luxury Renault came installed with drum brakes. Now the same brakes that have been standard equipment on most Grand Prix and Indianapolis race cars for the past five years -- and on modern jet fighter planes, too -- have been adapted to the Caravelle "S".

Lockheed disc brakes at all four wheels are a real advance in braking. There is an absence of fade and no swerve during brake application. There is consistency in braking action, automatic compensation for wear, long life of the pads (and they're easily replaced when needed), and a



1963 Carvelle "S" Press Release

From the collection of Marvin McFalls

saving in unsprung weight of about three pounds per wheel.

The front and rear suspension retains the independent four-wheel arrangement as in past models, but the front suspension now has spring-loaded ball joints at the upper and lower ends of the steering knuckles. In back, two radius rods have been added. These improvements in the suspension system assure the driver a strong sense of control.

The Caravelle "S" convertible has redesigned bucket seats in front and a foam rubber occasional seat for two in the rear. The rear seat back rest folds down to form a platform for extra baggage. A removable hardtop is available as an optional extra.

The car is also available as a coupe with a permanent hardtop and a full rear seat which has plenty of leg and head room for two adults. Padded armrests, map pockets in each door and extra pockets in the wheel-arches, contoured and tinted sun visors, and a dash panel that has an anti-glare finish add to the comfort and luxury of the car.

The four-speed gearbox is controlled through a floor-mounted shift lever.

Convertible colors are red, white, and blue, and the coupe comes in metallic silver and metallic beige.

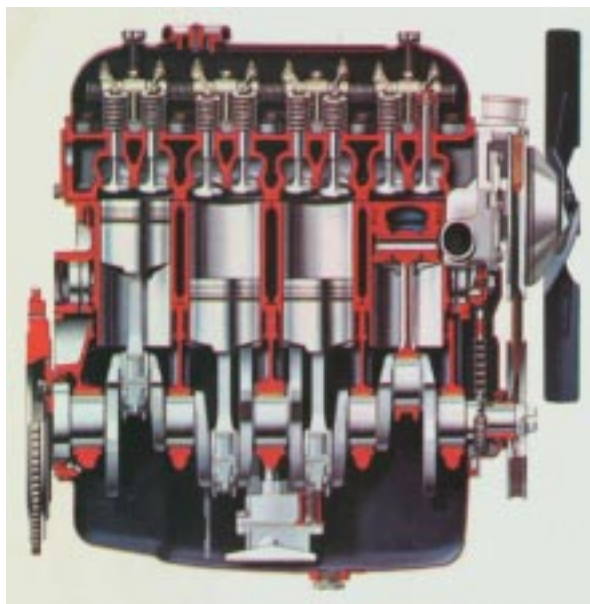
Renault, in second place among all foreign car imports, also manufactures the newly-introduced R-8 compact sedan and the popular Dauphine economy car.

Selling in the \$2,500 range, the new Caravelle "S" is a natural popularity winner -- with its dashing appearance, its vigorous new engine, excellent economy and safe, comfortable handling.



RENAULT'S CARAVELLE "S" IS SPORTY INSIDE AND OUT

The sleek lines outside are not the only things that give Renault's new Caravelle "S" its sports car dash. Look at the front bucket seats pictured above. Beside their elegant appearance, they've been recontoured to give lateral back support in the type of driving a sports-minded owner will do. These seats are not only adjustable fore and aft, but the seatbacks can be adjusted to any one of four positions.



RENAULT'S FL...
NEW PERFORM...

While th...
Caravelle so pop...
and Lockheed d...
convertible impr...

The new...
predecessor, dev...
85 mph and gas...
redesigned to gi...
able as an option...

The Car...
and blue. It sell...

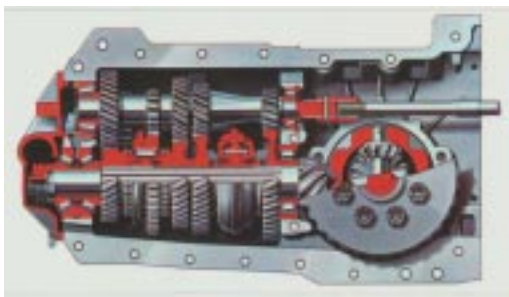


EXIBLE CARAVELLE "S" CONVERTIBLE FEATURES
ANCE, FAMILIAR SPORTY LOOK

he sleek lines which have helped to make Renault's
ular remain the same, a new, more powerful engine
disc brakes at all four wheels give the '63 Caravelle "S"
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s in the \$2,500 price range.



THE NEW CARAVELLE "S" MATCHES SPORTS CAR PERFORMANCE
WITH SPORTS CAR STYLING

The exciting new Caravelle "S" from Renault combines its much-acclaimed sports styling with a host of engineering improvements. Both the coupe and the convertible feature an engine that is entirely new and more powerful, with a top speed of over 85 mph and gas economy of up to 32 mpg. There are new Lockheed disc brakes on all four wheels instead of old-type drum brakes. Driver worries about boiling, evaporation or freezing in the radiator virtually have been eliminated with the installation of a sealed liquid cooling system which has been tested in desert and arctic wastes in temperatures ranging from 40 degrees below zero to over 100 above. There's an improved suspension system and better steering control, too.

The new Caravelle "S" convertible has redesigned bucket seats in front and a foam rubber occasional seat for two in the rear. A removable hardtop is available as an optional extra. The convertible comes in three colors: red, white and blue. It's in the 2,500 price range.

The coupe has a permanent hardtop and a full rear seat which has plenty of leg and head room for two adults. Available in metallic silver and metallic beige, it is in the same general price range as the convertible.



The Floride / Caravelle Story

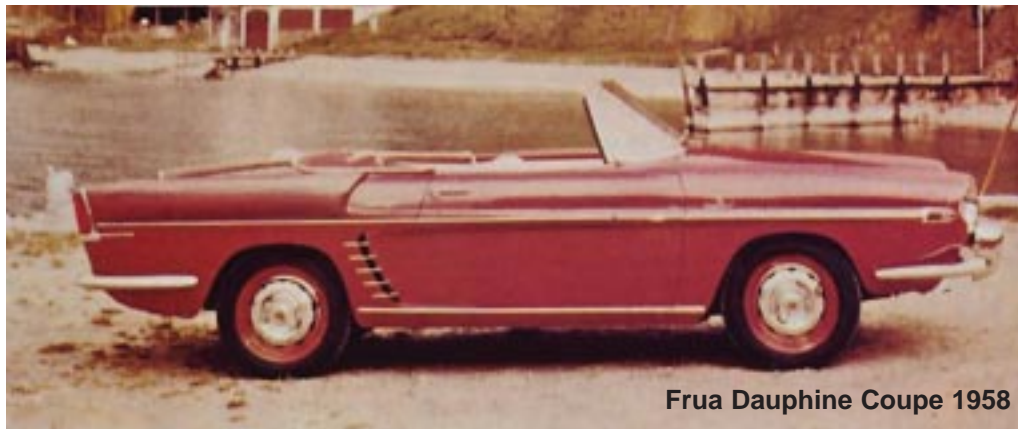
The second half of the fifties was good for Régie Renault. Their first model after the war, the 4CV, proved to be a down-to-earth, reliable and successful car. Its successor, the brand new Dauphine, turned out to be a great seller, and the midsize sedan Frégate overcame its initial teething troubles. Markets outside of France became more and more important. The North American market really got rolling. Even more than the 4CV, the Dauphine became a potential record setter.

In May 1957, the new president of Renault, Pierre Dreyfus, traveled to the US to inspect the market. The American Renault dealers confronted Dreyfus with their wish for a new model. According to them a small convertible based on the Dauphine could be sold in considerable numbers to the American woman driver. Dreyfus immediately ordered his chief of development, Fernand Picard, to have the Italian coachbuilder Ghia come up with a study for such a car. Luigi Segre, the Ghia boss himself, traveled to the US the same month to meet with Renault officials. While visiting the governor of Florida the decision was made to go ahead with the new model. This location finally gave its name to the Dauphine derivative even though the French press connected the rapidly rising rumors to the name "Californie".



Frúa Dauphine Coupe 1956

The creation of the first prototype, however, became a somewhat messy affair between French and Italian partners. Ghia, who had been cooperating with Volkswagen and Karmann since the mid-fifties, did not like the direct competition with Renault. Therefore Segre commissioned the Italian designer Pietro Frua to build a model for Renault. Frua built two prototypes under the preliminary name Dauphine GT.



Frúa Dauphine Coupe 1958



Production Floride 1960 model



Frúa Dauphine Coupe 1958

After completion of the prototypes Frúa turned to Renault directly to learn how to carry on. But despite several tries the Italian never received an answer from Billancourt. So in the spring of 1958 Frúa decided to present one of the prototypes at his own booth at the Geneva car show. On the first day - the show was still closed to the general public - scandal ensued. Renault boss Dreyfus himself walked by Frúa's booth. Hiding under a tarp he saw the model of the small Renault convertible. Frúa told the surprised Frenchman that he was going to present the prototype himself, since he never received any answer from Billancourt. Luigi Segre, also present, came under pressure. Apparently Ghia had not only neglected communications between the three parties, but also subcontractor Frúa's payments! The Italian coachbuilders and Renault finally agreed to series production of the attractive convertible.

The Renault Floride was presented for the first time at the 1958 Paris car show. However, more than six months passed till the waiting customers could take delivery of the first cars. By June 1959 it was high time for delivery: since the presentation in October the year before 8,000 orders were waiting to be filled. Because of this high demand for the sporty little car, the management decided to build 200 instead of the initially planned 30 cars per day. To achieve this, three assembly lines had to gear up - the Floride wasn't built at the Renault factory. Chausson stamped the sheet metal for the little sports car, Renault in Billancourt supplied the mechanical parts, and in Creil north of Paris Brissonneau & Lotz finally assembled the complete car.



Mechanically the Floride resembled the Dauphine almost completely. Only small modifications were done to the small in-line four with just 845 cc (52 cubic inches). The intake ports were improved, valves enlarged and the compression ratio increased to 8:1. Together with a different cam, the three-main-bearing engine delivered 40 SAE HP. Power was transmitted to the rear wheels through a three-speed transmission. A four-speed transmission was available as an option for a slightly higher price. The three-speed gearbox could be



equipped with an optional electromagnetic Ferlec clutch. The clutch disengaged as soon as you touched the gearshift. There was no clutch pedal.

The wheelbase of the Floride was identical to that of the Dauphine (2,270mm), but the sporty convertible is 4,260 mm long, 21 cm longer than the four-door sedan. The Floride was available as a coupe or a convertible. A hardtop was available for the latter.

Not just the unique body style triggered the great success. Renault managed to get movie star Brigitte Bardot to promote the car. With B.B. behind the wheel, on the fender, on the hood - the elegant sports car was soon becoming famous! As expected, the car was a success in the US. On the far side of the Atlantic the Floride was sold exclusively as the "Caravelle".



Renault's marketing experts didn't want other Americans to be piqued by naming the car after only one state. (editor's note: or more likely because it sounded like fluoride the ingredient in toothpaste.)

At the Paris car show in the fall of 1959, not even six months after the first cars were delivered, the Floride, like the Dauphine, was equipped with the "Aerostable" suspension. Jean-Albert Grégoire developed this system, in which rubber elements on the front and rear axles act as additional springs.

Renault presented Floride's bigger sister in March 1962 at the Geneva car show. At first glance she looked like the Floride, but differed in some important respects from the Dauphine-derivative. Her name was "Caravelle" - the same name the Floride already had in the US. Renault had just introduced the new Renault R8, and its technical innovations were carried over to the new Caravelle. Most important was the new engine with its increased displacement of 956 cc; a strong five-bearing crankshaft transmitted its 51 SAE HP. Disk brakes on all four wheels provided more than adequate stopping power. The Caravelle possessed two distinguishing features: this model was a true 2+2. To provide sufficient headroom for the rear passengers the roofline was altered slightly: the roof became more horizontal, and the rear window steeper than the Floride's. One could recognize her with the top down, too: tall air intakes on the rear quarter panels showed the Floride's derivation from the Dauphine, where the radiator was placed in front of the engine. The R8's radiator, on the other hand, was placed behind the engine. As a consequence the Caravelle lacked these side intakes. There was a positive side effect: the new placement of the radiator used previously wasted space in the engine compartment. The space gained could be used for a larger interior.

The Floride was changed in the same year - the new Floride S received the bigger engine too, the side air intakes were closed off, and disk brakes on all four wheels became standard. Her typical coupe roofline was preserved, however. Only this version was still available with an optional three-speed gearbox. At the same time the Aerostable suspension disappeared, and Renault returned to a conventional system without rubber elements. Domestic Florides and Caravelles received the 12 V system previously available only on export models.

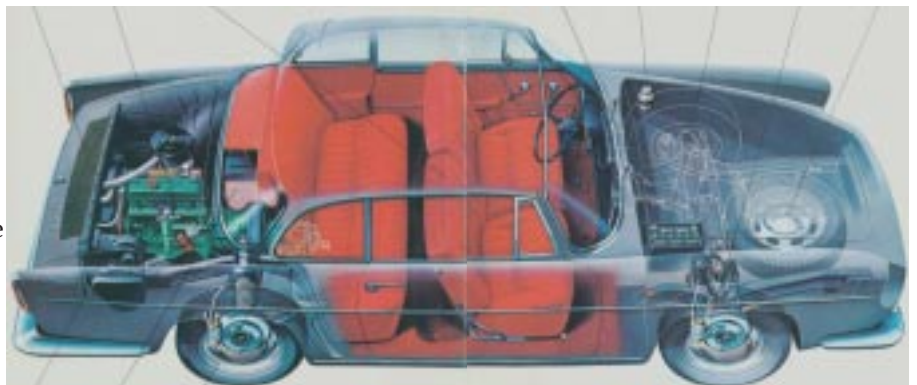
After only two years, in 1964, the Floride S was taken off the market. The Caravelle, on the other hand, received a bigger 1,108 cc engine developing 55 SAE HP, again taken directly from the improved R8. The standard gearbox had now four synchronized gears. The angular nose carried the name "Caravelle" in big letters in place of the center-mounted Renault badge, whereas the digits "1,100" on the deck lid hinted at the new engine. While the coupe now had four full-size seats, the convertible retained the



rear emergency seats, the roof mechanism taking up the extra space.

Two years later, in 1966, the Caravelle received a dual throat Weber carb, increasing output to 57 SAE HP. The dashboard became sportier, too - instead of the classic half-round speedometer it was redesigned with a modern, round speedo next to a tach. The steering wheel was modernized as well. This most puissant version of the Caravelle remained in production for only two years: in July of 1968 the last model left the assembly line.

This story originally appeared in Renault Report 3/2002. It was translated from German by club Librarian, Michael Muller



The Rise and Fall of the Caravelle

H. DeWayne Ashmead, Ph.D.

It was love at first sight when I encountered the Renault Caravelle in France in 1963. Being unemployed did not stop me from haunting the Renault showroom on the Champs d'Élyses in Paris whenever I could. The upper floor of the showroom housed a small museum that chronicled the history of the Renault. On the main floor, the center of attention was focused on the Caravelle with other Renault models in the background. Looking back, I wish I had paid more attention to the cars in the museum, but I couldn't take my eyes off the Caravelle. I was particularly attracted to the body lines and the flexibility the 2 + 2 car offered with either a soft top or a hard top or as a convertible.

Three years later, in 1966, I returned to the United States and purchased a new Pontiac GTO, although I was still interested in the Caravelle. Ultimately, I visited a Renault dealer in Salt Lake City where a salesman described the virtues of this French "sports car". I particularly remember him telling me that the occupants would be protected in the event of a head-on collision because the spare tire was laid flat in the front luggage compartment.

Finally, in Salt Lake City, I drove the Caravelle for the first time. I walked away disappointed. Compared to the 6.5 liter engine that delivered 348 horsepower to my Pontiac, the performance of the Caravelle with its 1.1 liter engine and 57 horsepower was somewhat anemic. Had I known then what I know now, I may have gone ahead and purchased the car anyway. I shouldn't have judged the Caravelle against the Pontiac because the two cars were built for different purposes. In spite of the Caravelle's looks, it was built as an economy car not as a performance automobile. When pushed hard, its handling was marginal at best. It was not really a sports car; it just looked like one – a sheep in wolf's clothing. Production of the Caravelle ceased in 1968 and the car quickly faded into obscurity. Most non-Renault enthusiasts don't understand why when they first view the car. When they drive it, however, many feel that its performance (power, top speed, and handling) doesn't live up to its style.



The Renault Sports Convertible / The Renault Sports Coupe

Renault News Issue 67



Thirty years later I returned to the Caravelle and, for the first time, began to judge it on its own merits. By then, I had assembled a collection of thirty-six rare sports cars that interested me and decided to include a Caravelle in my collection. I began searching for a complete late production, low mileage example. Generally speaking, early and late production numbers are the most collectible cars of any mark. Nevertheless, I was not interested in the earlier production numbers because of the numerous performance improvements introduced on the later cars. These improvements, among others, included a larger engine, a Webber dual choke carburetor, improved cooling systems, better brakes, the addition of a tachometer and other gauges. Ultimately I found what I was looking for – a 26,000 mile example – in California. As I trailed the car back to Utah, I received many compliments on the car's design by people who didn't know the make of the car. This confirmed my opinion that the design was timeless, even if the car was under-powered.

In my opinion, Renault missed the market with the Caravelle. Pierre Dreyfus was challenged to build a car for the American market in 1956. At that time, Americans were enamored with the Volkswagen and the Karmann-Ghia was the alternative to the stodgy "bug". It seemed logical to Renault that there was a market for a sporty appearing economy car to be a companion car to the Renault Dauphine. In 1956, there probably was. But by the 1960s, Americans were changing tastes and it appears to me that Renault ignored the American trend towards faster, more powerful cars and continued to work on what was already becoming an obsolete project. For example, Dreyfus gave a speech to the American Chamber of Commerce in Paris and, referring to American cars as Boeing airplanes, said, "Let America make her Boeings and we'll make our Caravelles."

The French sports car needed more power for the American market, which is something Honda recognizes even today. It has a bigger and more powerful Accord for the American market than the European market. It is probable that more could have been squeezed out of the Caravelle engine with some redesign had Renault made the decision to reposition the Caravelle. After all, the Renault Alpine started with a 956cc Dauphine engine, which produced 66 horsepower, compared to the Caravelle's 51 horsepower. Still, none of this was a substi-

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tute for a bigger engine; in the 1960's, bigger meant faster. Renault understood this and while ignoring the Caravelle, ultimately increased the displacement in its 4 cylinder Alpine engine to 1795cc and obtained nearly 200 horsepower. The Alpine won everything on the world rally stage. According to Quentin Wilson in his book, *Cars: A Celebration*, "It was as nimble as a mountain goat with sparkling performance", everything the Caravelle was not. When it was not updated with a new model – it quickly faded into obscurity. Unlike the Alpine, it had no racing history to fall back on. Nothing memorable had ever happened to it. It was just another car that was now obsolete. There was no healthy following that lamented its loss; just a few Renault enthusiasts. Consequently, instead of significantly appreciating in value as the decades roll by like the Alpine with a racing heritage has, to the general public it remains a little-known French sports car that never quite made it in America.

Acapulco Rally

By Francisco Miranda

On November 28th the Acapulco Rally in its 48th version started, this time from the parking lots of Perisur, a shopping mall in Mexico City. At about 8:00 AM we were ready at the gas station filling tanks and making the final check up for the whole day ahead on the way to Acapulco Bay.

The route was given to us one hour ahead of each crew starting time and it was already calculated so our co-pilots have plenty of time to make their own calculations and look ahead of the route. All of this was been done while saying hello and wishing good luck to fellow club members and friends. At 10:00 AM the first car passed the starting line and in 30 seconds intervals the rest of the competitors followed. There were 120 cars registered, because the National Championship Rally had to be cancelled at the last moment for some security reasons, so many of the drivers joined us for the Classic Rally. Of the 120 cars, 23 of them were Renaults: 1 Encore, 5 Clio (two 2liter Clio S models), 1 R5, 12 Berlinettes, 1 Dinalpin GT4, 1 Dinalpin Cabriolet, 1 R8, 1 R12. Of these cars not all of them started, like the R5, R8 and a couple of Berlinettes.

R8 Sport Coupe by Ghia

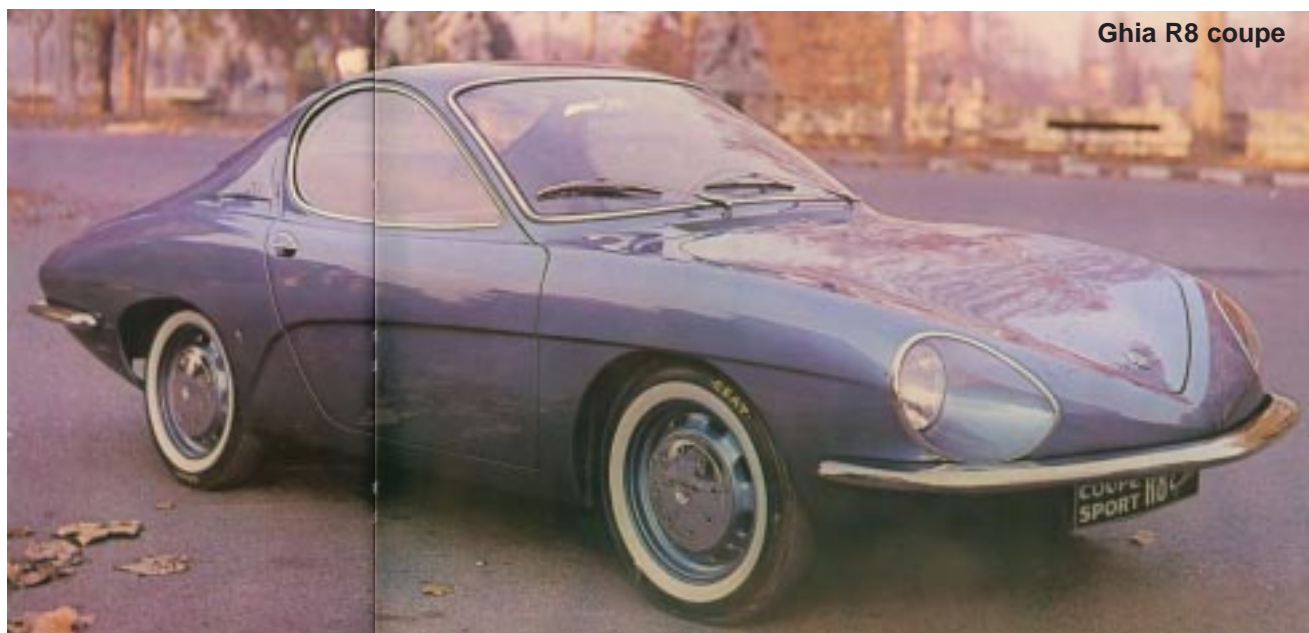


"A car with a definite personality- bold and different, yet pleasing and practical- was the order that Ghia manager Dr. Giacomo Gaspardo-Moro gave his designers..." 2 seats, Gordini engine, 120 mph, wheelbase 3" shorter than stock R8.

So Ghia doing a coupe based on a Renault production sedan again, this time 1964-5. Seems no one could better the Caravelle - or the Alpines. Pics from Automobile Quarterly 4-1.



Ghia R8 coupe



Ghia R8 coupe

As the main sponsor was Playboy, some of the girls were at the starting line to decorate the event, or to make the pilots missed their start! So the rally started, I mean... started sharply and off we went checking our odometer, speedometer, stopwatch, etc. Really it is great fun for those who had never done this activity. You enjoy your car to the most and it keeps you concentrated on the road driving at low speeds (something we usually do not do) and this lets you enjoy the beautiful nature surrounding you and also you have to drive sometimes fast to recover time and with high precision.

Our first stop, was some 120 Km from the city, was at a restaurant called 4 Vientos (four winds) where we had lunch. If you ate fast, you had time to check your car again and of course talk with friends about the first stage. This time we were aware of many rally controllers, so we had to be very careful to be sharp at the different stages. Again, the Playboy Bunnies arrived at the restaurant also to have lunch and to make the scenery less rough. Some crews took pictures with them and their cars suddenly looked somewhat different!

The second stage started and when our time came to move on, we almost missed the mark due to poor calculations. Adrenaline flow, but the GT4 was behaving rather excellent, so we got the mark exactly (or so we thought). Now it was not a 4-lane highway, but a 2-lane secondary road. At some point we had 3 huge buses (most of them look huge as seen from an Alpine) driving real slow and later on, a double-bottom trailer driving uphill fully loaded at no more of 10 KM/hr. Difficult to overtake, but we had to take the chance or miss the stage. We went for the later and having lost more than a minute, bit we were able to recover time and ended up losing only 19 seconds. Not bad. Again, the GT4 ability to enter curves rather fast was enormously appreciated. Of course speed is not as fast with an original 1300 cc engine, but it makes you feel you are doing 140 Km/hr with the optimistic speedometers and the excessive road noise. Our speedometer has a 14 to 25% difference at different speeds, so we went for practical reasons to a 20% average percentage.

At a stage called Cañón del Zopilote (Bizzard's Canyon) the temperature was rather hot outside at about 35



°Celsius, and the temperature gauge started to go up. I turned on the electric fan and it help a little but as I did not wanted it to get past 100°, I opened the heater and immediately it recovered. Not very comfortable for humans I should say, but we took turns between man and machine comfort. It was a pretty sight at that stage, as 7 Dinalpin were racing through it with not much traffic. The 7 of us lost time because of highway repairs, so we had to accelerate to recover the lost time.

Next stop was Chilpancingo, intermediate goal line. As last year, a reception was organized with music, cold drinks, and quarter of the city population. We had no checked arrival time, so I decided to stop before reaching the city to fill the tank, wash the windshield, etc., so when we arrived to the city, we were told we missed the Playboy crew greeting the drivers. My friend wanted to burn the car with me inside! Anyway... we had a nice rest and as it was getting pretty crowded and the traffic jam was even worst than we got there, I decided to start moving 20 minutes ahead of our time. It was so crowded that when we finally got to the starting line, only 1 minute and a half ahead of our starting time! But we made it.

Last stage and finally we had the chance to have speed fun with the cars. At some point, 3 Dinalpins were



doing 160 Km/hr. Then one of them had to stop because an accelerator problem. The remaining two continued racing, although not as fast. The other car is the very nice A110 from Alejandro Marin. Very original with its 1100 cc engine and 1 throat Solex carburetor. It is a joy to see this car on the road as it takes you back in time. So we both were driving with the night already on us. It was then at the final tollbooth, that a noise started on the GT4. As last year, the generator decided to stop working, although this time making a loud complaint. The bearings broke so you can imagine the noise. We got to Acapulco for the pre-finish line and there it was optional to enter the slalom. We lined up and even that our friends were trying to tell us the route, as nobody painted the lines and direction arrows, we missed completely the track. As the noise was getting louder or actually we were getting more tired of it, we headed for the final goal.

The entrance to Acapulco is by a winding road and at some point my temperature gauge started to rise real fast. I turned on the fan but nothing happened and the temperature in less than a minute was reaching 120°. Jose Luis Guaguaro in his 2 liter Clio kindly stopped to give us a hand. With his experience immediately saw that the problem was a hose of the heater that was hanging loose. He suggested breaking one hose and closing the circuit at the water pump to bypass the heating system. He gave me instructions and off he went. Three more friends of the club stopped later and helped us to fix the car real fast, but we decided to reconnect the loose hose under the car. Without doing the proper procedure of emptying air from the cooling circuit, we just added water and headed for the final finishing line.

Well.... We made it and on time! The Hard Rock Cafe was the finishing line and it was right in front of us; we were 19 minutes ahead of our time, but no penalization for getting up to 30 in advance. Horacio Chausal, the organizer was there to greet us and they had nice cold drinks waiting for us inside, to cool down the whole 10 hours of great fun, pressure, stress, etc. Afterwards we had dinner with Tomas and Alejandro Marin. Again, re-living details of the various stages. On the way to the hotel we found Alberto Pedroza, the president of the



Gordini Sport and he invited us to join them for dinner. As we already had done that, we just joined him and other club members for a beer at a loud restaurant, so for us it was time to call the day.

On Saturday after a nice long breakfast, we spent most of the morning buying belts to bypass the generator and Tomas repaired it rather quickly. New clasp for the water hose and we were ready to enjoy an afternoon at the pool talking of cars, rally, stages, etc. as if we had not already talked enough about it.

Besides my mishaps we also had a couple of Berlinettes with broken engines and one Berlinette that caught fire. The air hose that connects the filter to the carburetor top got loose and ended at the exhaust manifold so it burned real fast. The engine compartment was locked so it took some time extinguishing the fire. It seems that no major harm is done, but it will need a good amount of work on the body, paint and some engine work.

Now the results:

Classic 4 Experts:			
Place	Pilot/ Copilot	Car make	Bad Points
1	Javier Gonzalez / Arturo Barrera	Austin Mini	26
2	Miguel and Cecilia Garza	Porsche 914	38
3	Antonio Schiavon/ Evelia Valle	Renault 12	39
4	Erick Sarrag/ Jesus Dominguez	Dinalpin Berlinette	52
5	Jorge and Luis Escobedo	Dinalpin Berlinette	60
6	Pablo Alcocer/ Mireya Bautista	Dinalpin Cabriolet	71
7	Gaspar Arakelian/ Raul Ruiz	Dinalpin Cabriolet	71
8	Francisco Miranda/ Guillermo Gleason	Dinalpin GT4	96
9	Alejandro and Tomas Marin	Dinalpin Berlinette	265

Classic 4 Novices			
Place	Pilot/ Copilot	Car make	Bad Points
1	Alfredo Sevilla/ Mayte Vzquez	Mini Morris	50
2	Fernando and Fernando Roldn	Dinalpin Berlinette	80
3	Ignacio Rodriguez/ Hector Chamblaxi	Mercedes 190 SL86	
4	Fernando Moreno/ Julio Cejin	Mini Morr. Cooper277	
5	Hugo Gonzalez/ Jos Nuez	Dinalpin Berlinette	376
6	Gregorio Alejandro/ Nicols Lpez	Dinalpin Berlinette	518

Congratulations to all of them and thanks to the organizers and sponsors for such a good rally, hoping to be ready to participate in next year's event.

Classic Car Show

By Francisco Miranda

The BMW club organized its second annual big Classic Car Show on November 9 & 10. As last year, they managed to gather many of the automobile jewels of Mexico. We had the chance to see many cars of all makes that we usually do not. Ferrari, BMW, Mercedes gull wing, Jaguar, Fiat, Alfa Romeo, Cadillac, and of course Renaults among several others.

The setting for this event was the Hippodrome, just as last year. The characteristic of this show is to “unveil” as many cars as possible. It is a –no contest- event, so everybody is happy showing their vehicles, without the usual bad mood that contests arouses with some of the contestants. They invite personalities to carry out the unveilings like car racers, singers, soccer players, etc. Two fashion shows per day for the visiting ladies and the clothing is available at the different mounted stands so everybody is happy. Music is played throughout the day and food and drink stands are available.

For me the biggest surprise was to have the chance to see the Renault “Etoile Filante” or Shooting Star, which actually still owns the record of the fastest gas turbine powered vehicle with a speed of about 200 mph or 320 Km/h. Alberto Gironella, from the Alpine Club, told me the story of how he got this car. A little bit of history first: In 1956, seems that Renault built two of this bodies, one as spare purposes, with only one set of mechanical parts. Back in the 60's, Renault France, sent this body for promotional reasons and it was shown in many dealer show-rooms throughout Mexico. Then, after some years it was put to storage and after the problems that Renault encountered in the 80's that forced them to stop operations, they finally sent it to Remex in Gomez Palacios, Durango, the engine factory they left open in the country. It stayed there for many years until a former employee bought it. From



this person, Gironella had the chance to buy the car and brought it to Mexico City just in time for the event. He had many problems just to find a platform for transporting it, as it measures about 5 meters long making it pretty difficult to maneuver. What a joy to see it! Alberto is trying to gather information on this car, so if anyone of you knows something, please let me know.

This year the Gordini Sport had some 20 cars in display including: Dauphine, R4L, R8S, R10, and Dinalpin. A new Dinalpin was unveiled, as well as the R10 from Miguel Cacheux. Apart from that, there is not much to tell. The Alpine Club had about 15 cars in attendance, among the various models were: Alpines 1600S, R8G, R8S, Dinalpin, Clio V6 and the Etoile Filante. It seems the Alpine club is growing rapidly in members as well as in cars. All in all, the Classic Car Show is becoming an important event for the automobilist community here in Mexico. The event is in a very nice location with everything one would need for a fun weekend. We wish them good luck and we'll get ready for next year's event.



Road America 2002

By Terry Zabransky and Judy Napolean



Once again, Judy and I attended the Vintage Sports Car Driver's Association event a Road America in Elkhart Lake, Wisconsin on September 20-22. Although racecar entries were down 25 percent and the crowds were small, we still had a great time and there were some unique cars to enjoy.

There were several vintage CART cars and two F1 cars. Michael Schumacher drove one when he drove for Benetton Renault, and the other was Gerhard Berger's Ferrari. The Benetton was fantastic on the track, but there was nothing like the sound of that Ferrari. No matter where you were on the track, you could hear that V-12 'screaming' around, especially on the straightaway. If you are not 'turned on' by that music, you must be dead! What a car!!

Also, there was a very unique Matra LeMans car that sounded great and was very quick. This was the first a Matra was at an event here and it drew a lot of attention. Great looking car!! The other high point was a 1931 Alfa-Romeo that was the first car raced under the Scuderia Ferrari name. Enzo's first racecar. It was unrestored and in perfect running order. Gorgeous! A gentleman from England brought it over and raced it throughout the weekend. He was very cordial and was very happy to answer any and all questions about the car. That is what we love about VSCDA.

We brought the two Alpines and shared a tent with our friend Jerry Gordon and his A110 racecar. Friday was raining on and off but Saturday and Sunday were beautiful, typical fall weather in Wisconsin, sunny and cool. Judy and I both took the Alpines out for touring on the track and had a blast. The 310 really likes to stretch her legs on the long course. I had it up to 125mph on the straight. What a great handling car.

All and all a great weekend with lots of great cars. If you ever get a chance to attend an event at Road America, don't pass it up. It has to be one of the best tracks in the whole country, with great scenery, people, food, and of course racing.



Scandinavian Meet Pictures



12th Annual Scandinavian Renault meet

By Jorma Peisalo

Last summer in Finland the 12th Annual Scandinavian Renault meeting. The event included approximately 200 Participants with 85 cars. Most of the vehicles were from Finland, but we also had cars from Sweden, Norway, Denmark and even Germany. The location of the event was at the Punkaharju camping area near Savonlinna city.

As usual the most common cars in attendance were R4s. A Swedish couple actually displayed Renault Brand Skis on the front of their R4. The white Plein Air belongs to the president of Norwegian club. He had really interesting way of arriving to the meet in Finland, because he visited Russia with the car just before he arrived (Savonlinna is very near the border with Russia). Several Renault 8 Gordini dominated the sport model section, which were fully restored. Most of them were used for racing in Finland. There were also a few A110s and R5 Alpines. Finally, One Finnish rally driver had modified a bit his R11 Turbo.



There were many other interesting models including several R6s. Our German guests had problems with their R6 but those were fixed very fast (the man who did it had a lot of experience working on older models). Usually cars in meeting are restored and polished but there are some times exceptions like the R5 with a unique paintjob. Along with all the great cars there were a few Renault trucks. There was a Goelette, which belongs to Wellu Heinänen, and a Estafette that belongs to the husband of the current president of Finnish club.



On Sunday, in the main parking place in the center of Savonlinna, there was a huge rain shower just before we arrived but luckily the sunshine dried it quite fast. It was then time for everyone to vote for his or her favorite Renault. The most popular cars had to be the pre-war models. The Primaquatre was voted to the most beautiful car of the meeting, and second place went to the Juvaquatre. However, Third place went to a beautiful R12. Everyone had a wonderful weekend, and we look forward to hosting another Scandinavian meet in four years.



Blue-sky idea number 1: design a sporty-looking car that has comfort, room, luxury and a low price tag (\$2295*). Here it is. Look at those sleek, uncluttered lines. Wait till you see the straight-from-Paris interiors & colors. / Idea number 2: You can buy this car the way you see it here, a permanent hard top coupe; or you can buy the convertible model with a detachable hard top for just a little more. Gives you two sporty-looking cars in one. / Idea number 3, which has probably occurred to you already: call on your nearest Renault dealer for a trial drive. Bet you like it enough to make the idea a reality for you. *Suggested retail price for the coupe, FDE, East Coast. Renault, Inc., 790 Third Ave., N.Y. 17, N.Y.

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