

Renault News 68



2nd Quarter 2003

May - June



Photo by Kurt Triffet

Photos from Best of France & Italy - Page 23

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Renault Owner's Club of North America

www.renaultclub.us

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

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Editor's Notes:

Issue #68 has come together nicely. I want to thank Jesse Patton, DeWayne Ashmead, Francisco Miranda, Claude Campas, as well as William Harding. Mr. Harding has brought more light to the story of the Marquis, and its legend continues to grow. Kurt Triffet has also come through with pictures of last year's Woodley Park, Best of France and Italy Event. I hope everyone enjoys it.

The password on the Members-Only Section of the website will change again in mid May. The Username will return to: renault and the password will be: gordini. 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

Spring is here and the Carlisle Meet will have come and gone by the time your read this. However I am still working with Jeff Lane for an event to his museum in Nashville for the first weekend in August. Our national event will take place September 19-21st for the Vintage Races at Elkhart Lake. If you are in the Chicago area you won't want to miss this one. Finally, Ken Gladyszewski has proposed an event in conjunction with The Pittsburgh Vintage Grand Prix. This event takes place July 19th and 20th, and includes a combined car show on Saturday. If you are interested in attending any of these events, please contact me for more information. I hope to see many of you at one of this year's meets.

February 2003 New Online Members List

Gross, Thomas C. 332 East Walnut Street ,Shillington ,PA 19607-2626 H - 610-858-7544,
E-mail: tomcgross@atlas-ink.com 1984 Alliance, Charcoal, 149k miles, 1984 Fuego, Copper, 72k miles, 1983 Fuego Turbo, Silver, 55k miles, 1987 GTA, Red, 120k miles

Petersen, Gary M. 610 Oak, La Junta, CO 81050, H - 719-384-5718, E-mail: pbent@rural-com.com
1965 Caravelle, Gray, 65k miles

Rahnert, Bob and Nancy ,7735 Ciboney Drive ,Jonesboro ,GA 30236 E-mail: nrahnert@msn.com
1982 LeCar

Hite, Gerron, 311 Ridgewood Road ,Austin ,TN 78746
H - 512-327-6231, E-mail: gerronsh@austin.rr.com

Emmelkamp, Jaap, 49 Ballyshannon Rd ,Killarney Heights , NSW 2087, Australia
E-mail: emmelkamp@optusnet.com.au

Sears, Richard N. 52 Fields Lane ,Jericho ,VT 05465
H - 802-899-3775, E-mail: searsd@biotek.com
1987 Alliance GTA Convertible, Red, 94k miles, 1985 Alliance Conv Maroon, 71k miles

Mail Memberships

Jeremy Bannister 556 Spring Oak Drive West Chester, PA 19382-1757 Phone: 610-429-8943
E-mail: belldbanj@aol.com 1964 R8, red, 33k mi.

Thurmond Phillips 813 Cranford Street Winston-Salem, NC 27107-5312 Phone: (h) 336-788-7781 E-mail: --
1956 4CV, black; 1963 Dauphine, white

Thaddeus Dabrowski 9 Squire Lane Amherst, MA 01002
Phone:413-253-7054
E-mail: thaddeus@art.umass.edu
1983 Alliance 4dr, 1.4L, garnet metallic, 50k mi., 3 spd auto. transaxle

Patrick R. Simpson 1819 Bellevue Avenue #201 Seattle, WA 98122 Phone: 206-568-0929
E-mail: prsimpson3@juno.com
1979 R5 #34412, yellow, 115.8k mi., 1397cc pistonc and sleeves into a rebored 1298cc block, Archer Racing anti-sway bars, Koni asadjustable shocks, lowered, Ansi muffler, Momo wheels

Rob Jestadt ADA Emission Testing 4621 Rowell Driver Boise, ID 83703 Phone: 208-861-9182 E-mail: --
1978 R17 model 1326, oval #1862, black/brown, 166k mi., stock Gordini 1979 R17 model 1326, oval #3637, black, 140k mi., stock Gordini

March Online Members

Mooney, Herb, 35 W. Hanover Street ,Dillsburg ,PA 17019
H - 717-432-8740, E-mail: hmooney@restoreandmore.com
1987 Alliance GTA, Red, 94k miles

Barnett, James, 1 Wasser Bridge Road ,Greenville ,PA 16125
H - 724 588 2649, E-mail: jimbarn@infonline.net
1986 Alliance , Red, 267k miles, 1983 LeCar, Orange/Red 115k miles

Waddell, Patrick, 838 Trenton Drive ,Sunnyvale ,CA 94087
H - 650-604-3464, E-mail: pwaddell@mail.arc.nasa.gov

Dwyer, Larry, 4007 Salem Street ,Concord ,CA 94521
H - 925-682-9340, E-mail: larrydwyer@astound.net
1963 Caravelle, R1131 Blue, 22k miles, 1971 R16, R1152, Texas Sand, 103k miles



Larry Dwyer's R16 and Caravelle

Dorey, Layton, 1319 Balfour Rd, Grosse Pointe Park, MI 48230 E-mail: eldorey@aol.com

Adams, Robert, 8112 Rhodes Road, Apex, NC 27539 H - 919 773-0535, E-mail: robeadam@cisco.com

April Online Members

Curtis, Stanley, 4 Poliquin Drive, Nashua, NH 03062 E-mail: r17gordini@yahoo.com

DeLaHuerta, Mike, 7811 Cole Street, Downey, CA 90242 H - 562-716-1972, E-mail: mrzowiee@yahoo.com
1980 LeCar, Red 42k miles

Torres, Raul, 1203 West Camila Road, West Covina, CA 91790 E-mail: fridatorres@msn.com

Miko, Christopher, 7451 Magnolia Avenue #8, Riverside, CA 92504 E-mail: meekoish@hotmail.com

Williamson, Roger, 1911 W, Dartmouth, Mesa, AZ 85201 E-mail: rkstwister@aol.com

Silman, Paul, 757 Emory Street # 302, Imperial Beach, CA 91932 E-mail: yanqui9@aol.com



Renault News from France:

By Claude Campas

Matra Automotive has decided to stop the production of the Renault Avantime. Renault has decided not to continue to produce them in one of their other plants. From the very beginning the Avantime, has been behind schedule. The car was projected to be profitable if the plant could build only sixty units per day, but the maximum production has only reached twenty-five per day, and an average of sixteen.

Since Renault stop the production of the Renault Espace in the plant, and now the decision to end the run of Avantime, Matra now plans to turn their attentions in the field of automotive engineering. The last of the Avantime will roll off the Matra line in early March. With only 5000 Avantime sold, it is sure to become a collector car.

New Megane Coupe and Cabriolet

By Marvin McFalls

On March 5th at the Geneva Auto Show Renault introduced the latest element to the Megane line. Just in time for summer a hot new coupe/convertible to compete with the popular 307 CC Peugeot. All this follows the new Megane being named European Car of the Year for 2002. With the Megane CC and the all new Scenic Renault's completely remodeled line is now in place, we will see if they continue to climb the sales charts. 2003 will be a pivotal year in meeting their long-range goals.



Mégane CC images from Renault Publicity, Auto&Design 139



Renault News Issue 68



New Mégane Scénic

Here are some pictures of the new Mégane Scénic and some sketches of what it might have looked like before the final design was chosen.

Images from Renault Publicity and Auto&Design 139



Vernet Pairard 4cv

By Serge Bellu

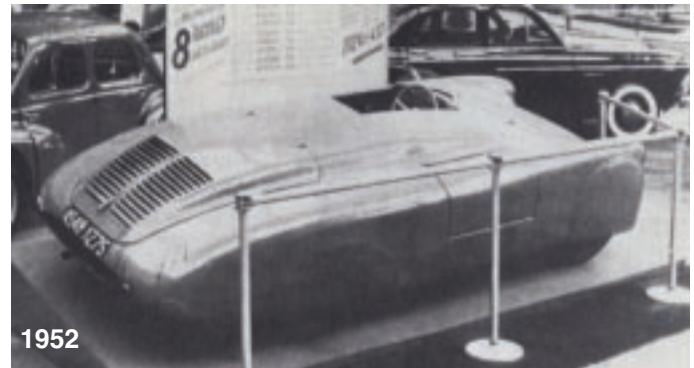
After the Second World War, the French automotive industry was in ruins. The most prestigious companies were on the last legs. Bugatti, Delage, Delahaye, and Talbot used up their final resources trying to survive. Manufacturers were now focusing on mass-production vehicles and dropped their bigger models. This directly impacted their commitment to motor sports, leaving them powerless to compete against the larger and more powerful cars from Ferrari, Mercedes, and Jaguar. For many years French cars were rarely seen in the most prestigious sporting events. They were forced to fall back into categories that were open to cars with smaller engines. Panhard and Renault supplied a solution in the form of engines that were low on fuel and high on performance.

With the appealing 4cv, Renault offered private teams and amateur drivers a plaything they could afford. After making appearances in the Monte Carlo Rally and LeMans, the 4cv inspired clever mechanics, who saw it as a base for trying out new ideas. Just-Emile Vernet and Jean Pairard were among them. The veteran driver Vernet and his younger co-driver decided to pool their talents and build a car on a Renault base. In 1952 after completing the blueprints they turned them over to coach builder Antem who prepared the prototype. The first VP prototype was an open-top race car or barquette. It was completed in the spring of 1952 but too late to prepare the car for LeMans, so they decided to try for some speed records. The Deutche Bonnet had recently established new records, in the fall of 1952 the VP prototype, now nicknamed the tank, went out and established eight new international records in just a few hours. Renault lost no time in turning these achievements to its own advantage. The car was immediately renamed the Renault 4cv 1063-type Sport and displayed at the Paris Motor Show.

With a new agreement with Renault work began on the Second VP for the 1953 season. This time it was an enclosed coupe, also built by Antem. For the LeMans race they entered the new coupe and the record-breaking barquette. The open-topped car dropped out but the coupe finished the race, unfortunately in last place. After the race VP decided to have Antem build a prototype of the coupe that could be developed into a marketable sports



car. Antem displayed the Coupe 4cv Sport at the Paris Motor Show. For the 1954 season they had another open-topped car similar to the original, and a new coupe that utilized the best features of the previous year's racer and the sport car prototype.



Now to begin to build their sports cars and continue racing they would need the support of Renault. Vernet and Pairard try to secure the Regie's official approval for their home-grown model, but it failed to satisfy the quality requirements. Renault Research and Engineering Department dealt the final blow in April of 1954 stating in its report "This vehicle can not be homologated because of its poor cooling capacity, the unsatisfactory adjustment of the two carburetors, and the lack of comfort. After this disappointing news, VP went to LeMans with their new coupe and fell two hours short of completing the race. In 1955 they returned to LeMans with a new car and the second barquette that had been built in 1953, but neither car was able to finish. After a few more minor races that season, the two partners no longer had the resources for any new cars. In 1956 they installed a Dauphine engine and made a few modifications to the 1955 model. They were





1955



1957

able to complete the 24 hour event in fourteenth and last place. For 1957 they modified their open-topped car with a rounded hood and a small misshapen top, but the car fell out of the race after only three hours.

In 1958 VP came back to LeMans with a brand new car, this model was mid-engined but it had the 747cc Renault engine. The competition was particularly fierce that year in the 501-750cc class. The shiny blue VP car dropped out after just two hours, and that was the end of the adventure. Following that final failure, VP threw in the towel. But Vernet and Pairard had made their point that talent needs finance in order to thrive.



1958

This article was originally published in the December 2002 issue of Global Renault. It has been edited for reprint.

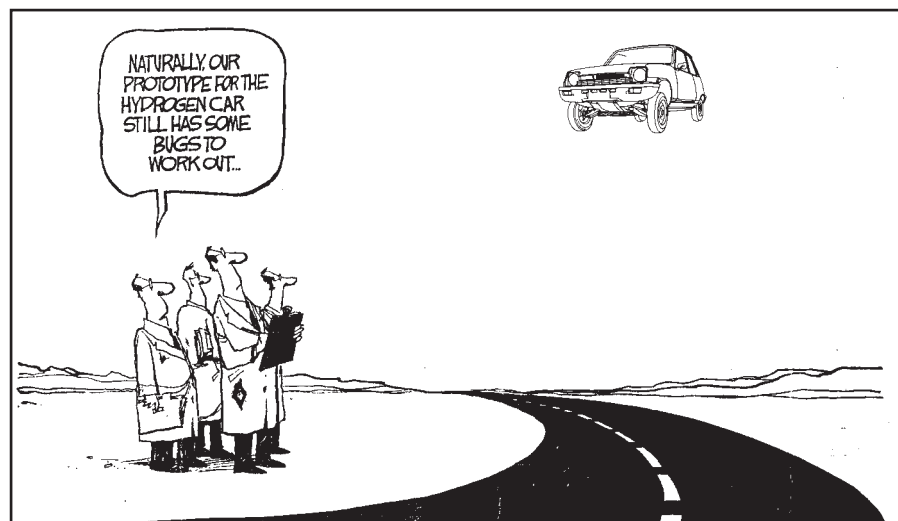
Photos courtesy V-P and René Bellu/Delville



1956



1958



Lane Motor Museum

Story and Photos By Marvin McFalls

This story begins several years ago when I heard about a guy in Nashville that liked French Cars. Over the next couple year's I would meet someone else who had heard of him, but I never knew his name was Jeff Lane until I met Garrett Rea. Garrett is a former Renault club member from back in the So. Cal. days, he now lives in Nashville and met Jeff when he worked at French car repair shop. Over the past year or so Garrett and I have tried to get together and pay Jeff a visit, however we had no luck in finding a time when all three of us could get together. A few weeks ago I traveled to Nashville to get a flight to Texas. On my return I spent some time with Garrett and his family. We were sitting in his house talking when the call came.

It was Jeff, and he invited us to his new place to check out his collection. The next morning Garrett and I both woke up early and we were soon joined by his friend Miller. We stopped for Breakfast and film, and then we went over to the old Sunbeam Bread Bakery. Jeff recently bought the building and is in the process of converting it into a museum. Parked outside the building was a R5 Turbo II, so we knew he was there. When we entered the building there were about a half-dozen cars, and I was kind disappointed. Jeff said that this was going to be the parking area for guest. Next he showed us his loading dock. He had his Tatra rollback up against the dock. Then we moved into the main room where there must have been more than fifty cars. Front and center were a Deutche Bonnet racecar and a PL17 Panhard. Off in the background I saw a Matra Djet, and both of his Alpines.



After checking out all the cars on the main level, I noticed and elevator. I asked Jeff if he moved the cars up and down with the elevator. He then took us down where there were almost as many cars as were upstairs. All and all Jeff must have had about thirty French cars, and about as many mini and micro cars as well as almost every other make of European car. I then asked Jeff about his Renault Sport Spider. I was told that he had recently bought one but it didn't appear to be at the museum. He said it was still over at his other shop, and invited us to follow him over. When we arrived, there was a Mercedes Unimog parked out front so I knew we were at the right place. As we went down stairs The first thing I noticed was the Spider, but he also had a Masarati Bora, Lotus Elise, as well as a couple of open-wheeled racers and various motorcycles.

As we took a closer look at the Spider, Jeff opened the 'Gull Wing' door; he asked me if I wanted to take it for a ride. I almost fell down in the floor, once I regained my composure I accepted his offer and Garrett and I took it for a short tour around the city. It took a little while to get used to the clutch, but soon I was terrorizing the Nashville Freeways. Being that it was less than 60 degree and I was driving around in a bright yellow roadster, people were breaking their necks trying to figure out what I was driving. When we came back, Miller wanted to take a tour, and I was more than happy to oblige him. Miller told me that Jeff had suggested they get in the Lotus and catch up with us, but I guess he decided not to.

Once Miller and I returned from our ride, I unfortunately had to put away the Spider, and Jeff locked the building. On our way out, Jeff came up with the idea of having an





Photo: Pete Smay

event so everyone could see his wonderful collection. So I will work with him to try to make it happen. Jeff is very busy so, there will not be more than a couple of months notice before an event. So be prepared, I guarantee you it will be well worth any inconveniences you incur.



Latest News on the Marquis

By Marvin McFalls

This story continues to grow over time. It all started with a copy of an obscure brochure that Allan Meyer had. With help along the way from Hector Wintle-Makenzie in England, we found Todd Daniel and the Rogue. Since then the story has been translated to German and appeared in the Renault Report, the German magazine of our good friend Rainer Hubner and now thanks to Bill Harding it will run in the Mille Miles. For those who aren't familiar with the publication, translated it means 1000 miles. It is a magazine in France dedicated to Alpine. Many members of the A310 have subscriptions.

Back to Bill Harding! After the original story on the Marquis ran in the Renault News, Bill contacted me

and told he had seen the car at a SCCA event back in 1956. Bill is a long time Alpine fan and actually owns a very rare A106. He had promised to send me photos of the Marquis from the 1956 event at Cumberland Maryland Airport. The photos had hung on the wall in his garage from 1956 until 1990, but remarkably were in pretty good condition. Bill doesn't remember seeing the car race that weekend but it was in full racing trim. The letters "HM" on the car represent that it was in the 750cc Displacement-Modified class.

Unfortunately, to this point this was the last reported sighting of the Marquis. However as this story continues to circulate around the world, maybe we will one day find out whatever became of the Marquis.



The Floride S

By DeWayne Ashmead Ph.D.

With the introduction of the R1133 to the market, the name was officially changed from Floride to Caravelle in Europe. The name change had occurred somewhat earlier here in the United States. By late 1962 when the R1133 was formally introduced a transitional version of the R1092 which was known as the Floride S had been in production for many months. Built only in 1962, but sold in certain markets for over two years, the Floride S utilized the 956cc Sierra engine and cooling system from the Renault Eight but was still essentially a Floride with the side air intake vents smoothed over. The 'S' in the name Floride S denotes the Sierra engine, which produced two horsepower more than the same engine in the R8 due to a

higher compression ratio (9.5:1 vs. 8.5:1). Officially the Floride S was available as a convertible only, although a few cars were sold with the optional Chia-designed hard-top. The Floride S was built because Renault did not have a sufficient quantity of the 845cc Ventoux engines needed to install in the Floride bodies that were still in inventory, due to the mass production of the Dauphine. The R8 with its 956cc engine was already being produced. Renault simply took enough Sierra engines off the line to complete the Floride body run before switching to the Caravelle body.

Editor's Note: This is another excerpt from the History and Development of the Renault Caravelle. In issue #67 this wasn't covered in any of the stories featured on the Caravelle so I thought this would complete the saga.



Crank and Hope

By Jesse Patton

Crank and Hope is an old automotive term that refers back to the old days when electric starters were not yet invented for the automobile. It is also applicable to the Renault's we drive everyday, in particular the Alliance and Encore models, with their troublesome window crank systems utilizing the cable system that rotate the glass windows up and down either manually or power assisted. The only direct drive utilizing a crank gear is in the four-door sedan in the rear doors, and they are not electric. These are not the main problem.

The older Renaults, such as the 4cv and Dauphine used this direct gear crank regulator and they always held up quite reliably with the exception of the plastic handles which became brittle with age and were forever breaking but easily replaced. It is a different story with the other regulators used in the front doors of Alliance sedans and coupes and front doors and rear windows in convertible models. Before I go any further, I will refer our readers to issue #55 in which I wrote an overview of the situation in order to shed a little light on it, and in #58 in which John Dyson wrote about how he converted his Alliance Convertible over to Chevy Citation four-door regulators.

Basically what we are up against at this point in time is that there are no new stocks of replacement regulators left in the dealership system with the exception of a limited supply of four-door cable type regulators for the Alliance/Encore sedans. These run close to \$100 each, and are manual in operation. I can remember purchasing a pair for my Alliance Convertible, which ran nearly \$350 for the pair. The drivers-side was \$20 more than the passenger-side. When I asked why the difference, the reason given was that there was more demand for the drivers-side. That sounded as lame to me back then as it does today.

As for the power-assisted regulators, the motors can be rebuilt. The average cost for this is around \$140. The winding in the motors are usually coated with rust, they can be cleaned up when they are apart. The bushings that these motors rotate on also rust up. They can be remade, but that increases the cost of the rebuild. How do these motors rust up so severely? And always in the convertible models? Well, our Editor Marvin McFalls put it to me correctly that the Convertible Alliance was built from a coupe with the roof cut off, and it leaks profusely when it rains. On its way down the water passes over these motors before reaching the bottom of the rear quarter panels. If your drain holes become clogged, you can hear what appears to be the

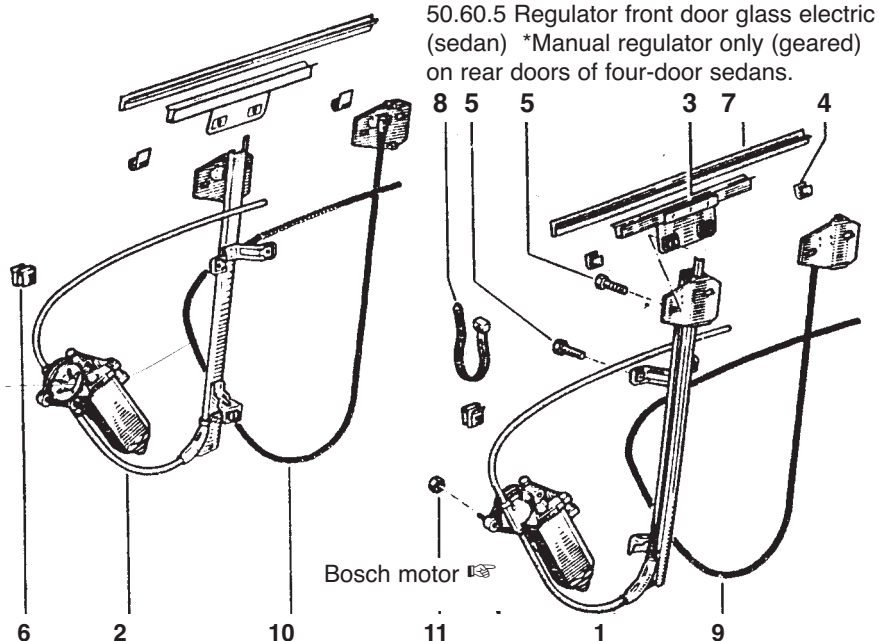
gentle lapping of water swishing back and forth with acceleration and braking of the vehicle. As the drain holes in the front and rear of the quarter panels are so small (about a sixteenth of an inch), it makes sense to take a three eights drill bit to prevent rust out of the quarter floor. But that another story.

Let me just mention one more idiosyncrasy about the rear window glass in the convertible. There is a plate that can become bent either in an accident or with wear. If this happens the window will have a side-to-side sloppy motion. This being caused by misaligned adjustment screws that help to keep the windows in the rear rock steady. Thanks to Uncle Sam Stuckey, I now have another spare plate to correct this problem in my car. Only the convertibles used these regulator plates in the rear windows and we believe both the manual and power versions are interchangeable with each other.

Renault used at least three types of electric motors in its run of Alliances and Encores. One came out of Germany and was made by Bosch-Brose in Germany before Chrysler came into the picture. The people who rebuild these motors have told me, that they are of high quality and are very well made. I wrote to Germany to see if they still had any in stock, unfortunately they told me they were long gone. The second electric unit used in the sedan front doors was also Bosch Brose and similar to the motor used in the rear of the convertible windows. As far as I know these are also no longer available, but are easy to rebuild.

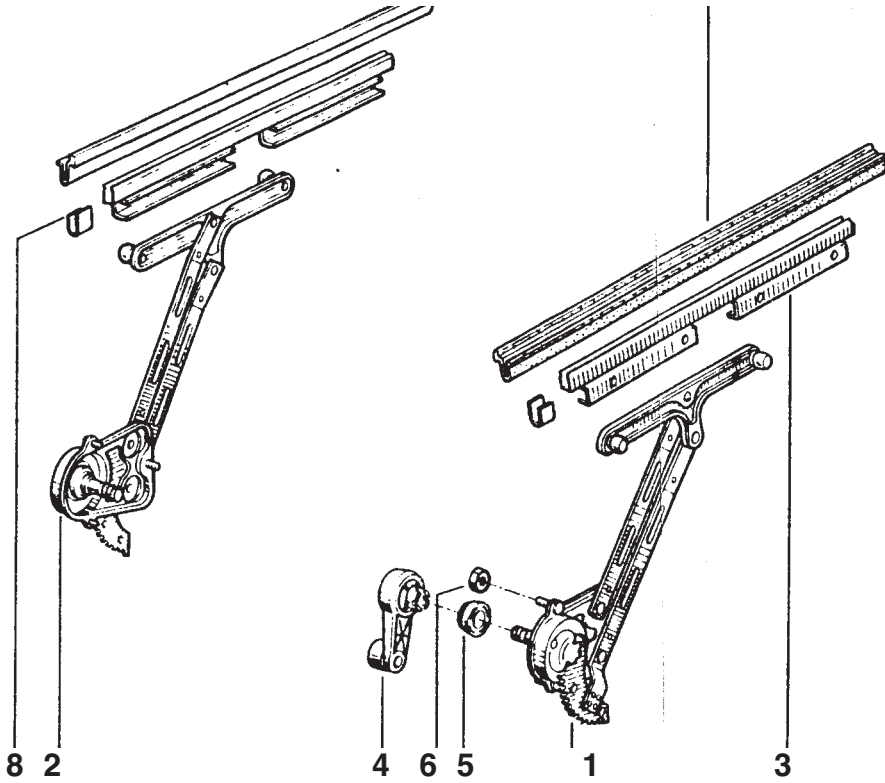
The third motor unit was used in the front doors of the convertible and Rockwell of Canada made them. They are no longer available, but while in use appeared to be a reliable motor unit.

text continued Page 14



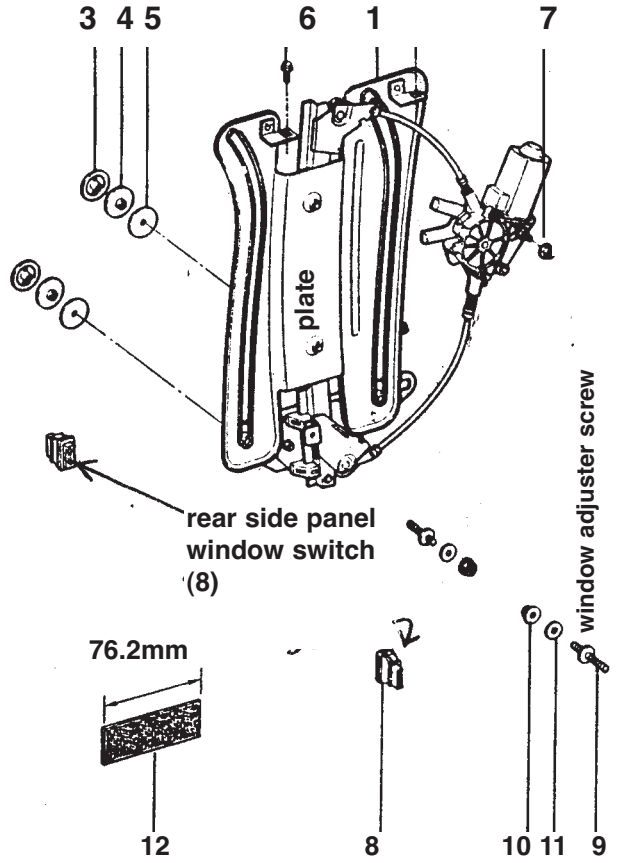
50.70.1 Regulator, rear door glass, manual

7

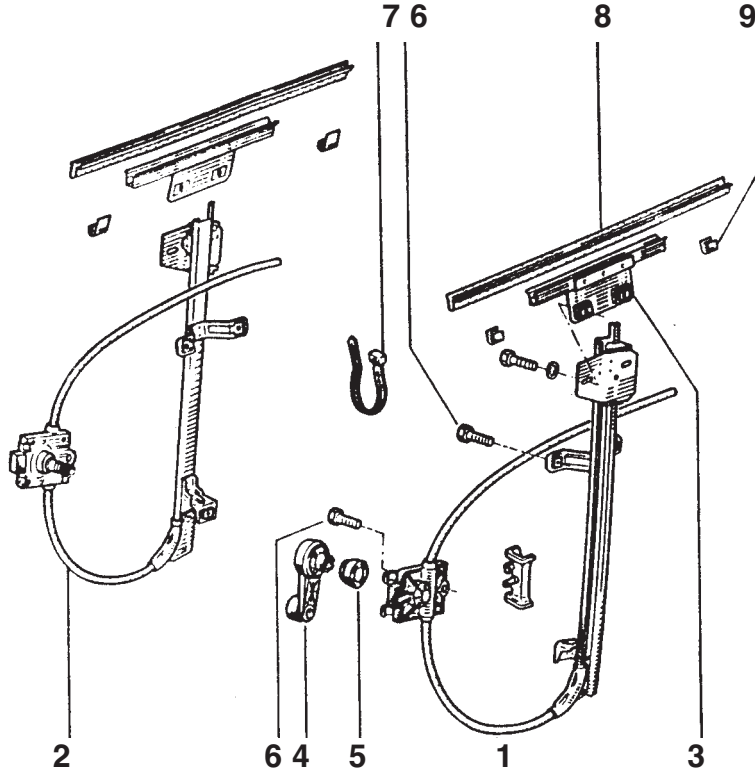


*Gear driven system. No cable, RELIABLE

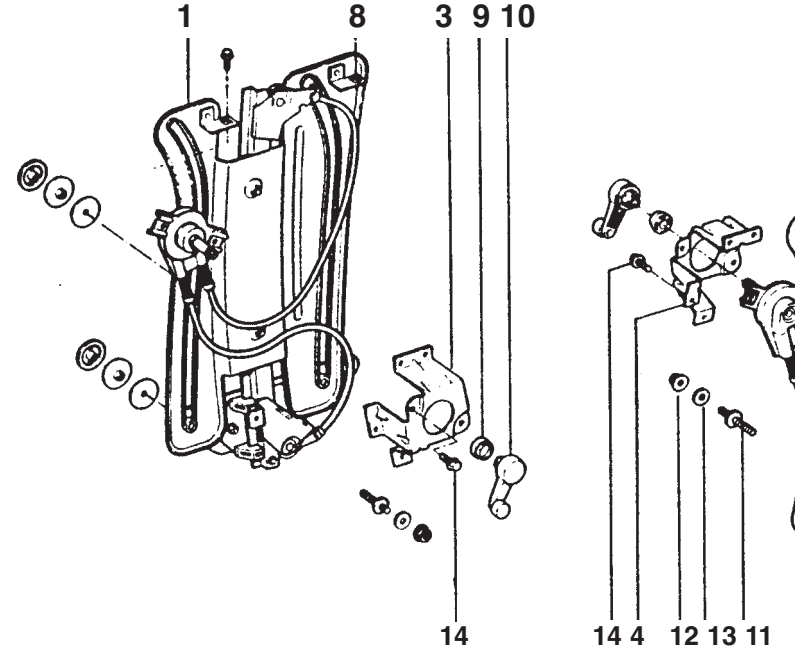
50.70.6 Regulator, rear quarter glass, electric



50.60.1 Regulator, front door glass, manual (sedan)

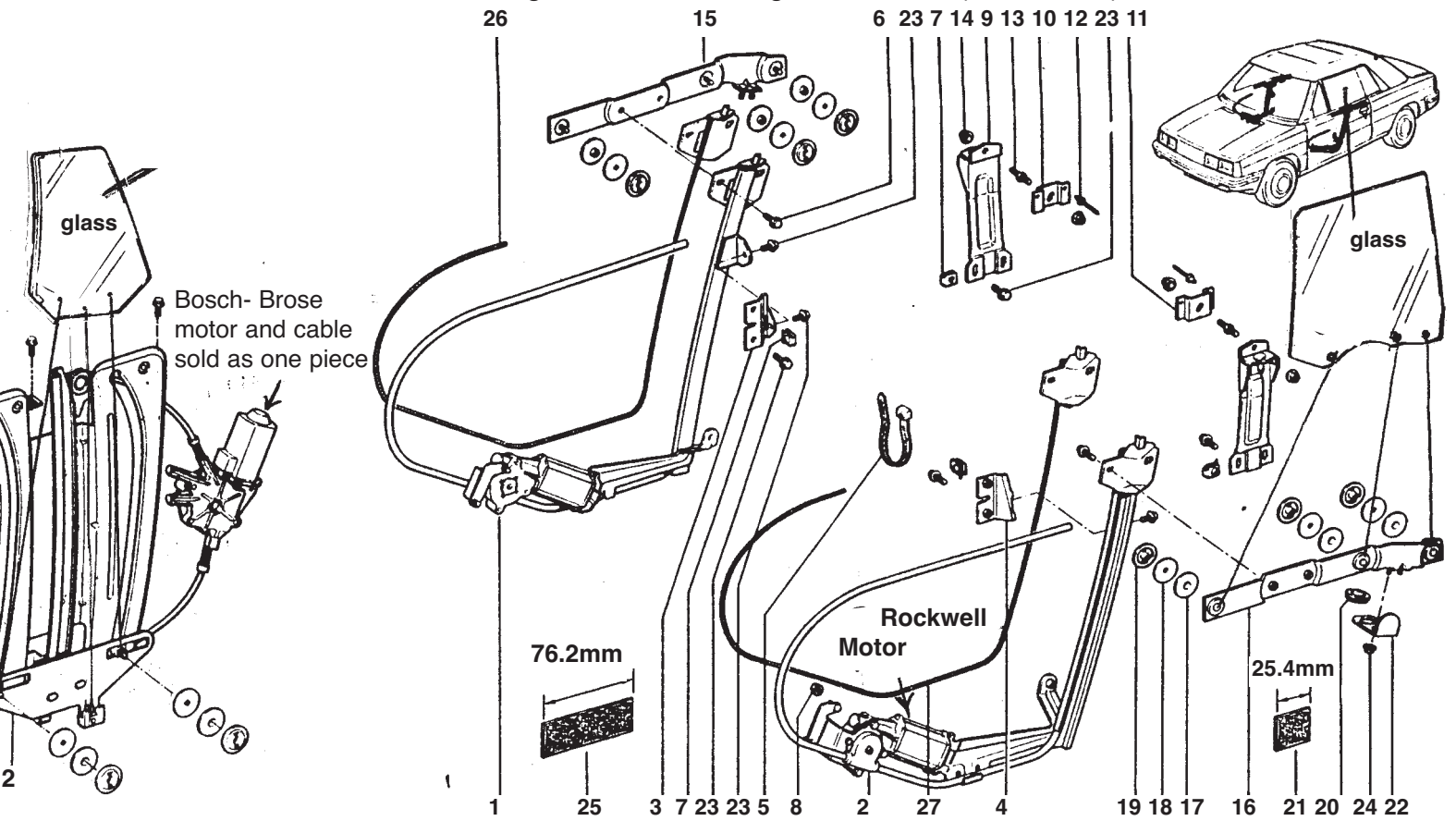


50.70.2 Regulator, rear quarter glass, manual (convertible)



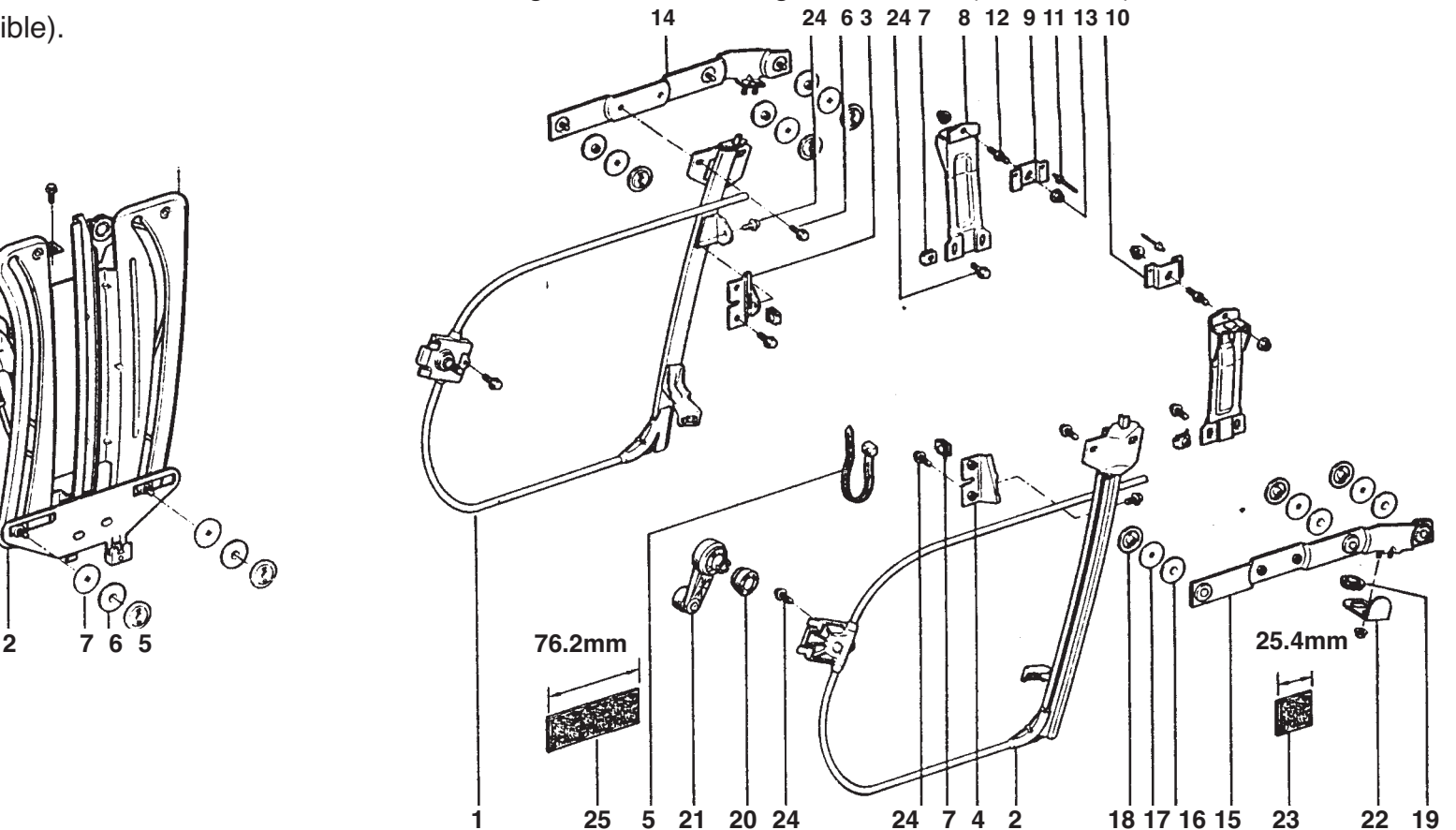
c (convertible)

50.60.7 Regulator, front door glass, electric (convertible)



50.60.3 Regulator, front door glass, manual (convertible)

ible).

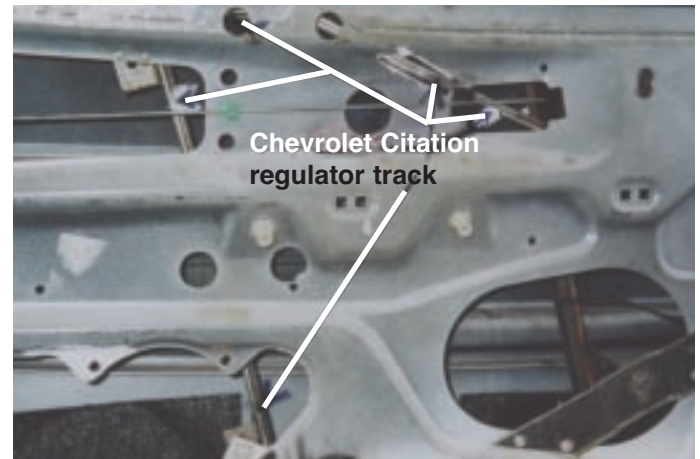
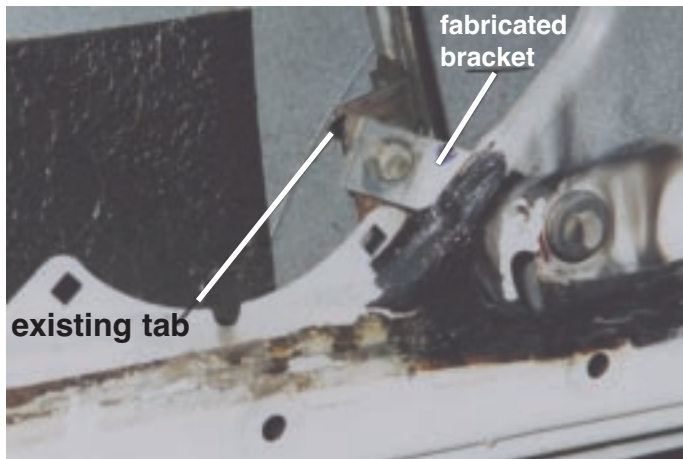
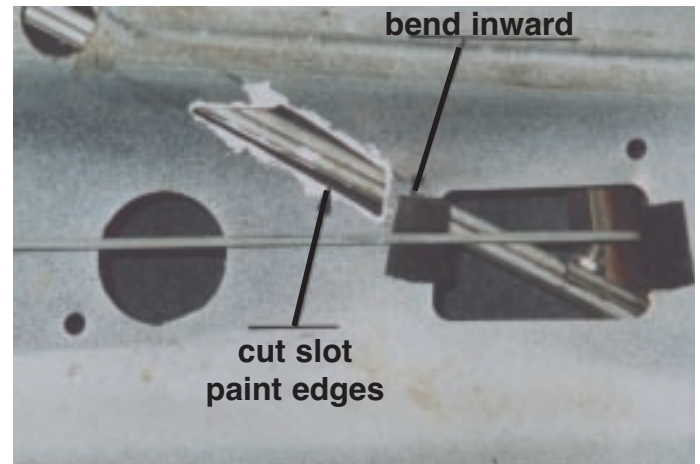
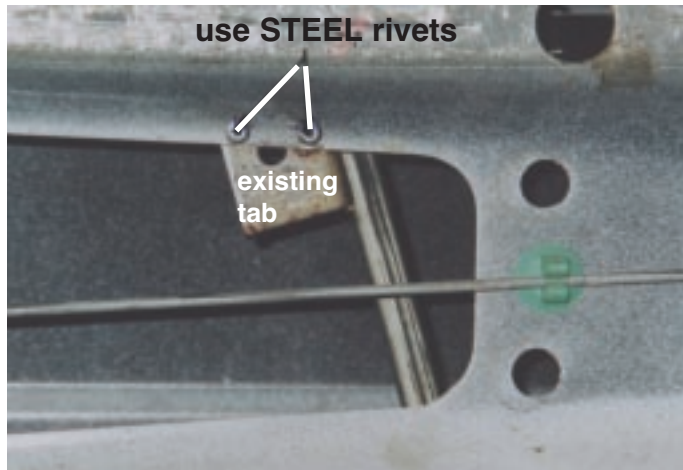


Crank and Hope

The motor unit supplied by Mopar to be a replacement for the convertibles was also made by Rockwell and were also used by Chrysler in several of their cars including the K models. I have a pair of these in my car and the gearing inside is plastic. They have a reputation for premature breakdown and wear. These are no longer available

In retrospect, AMC Renault would have been better off using the direct gear driven window crank regulator (manual) as they did in the rear windows of the four-doors. They are reliable and last many years. Of course this is an old design and used in older models of Renaults, but the use of cables in window regulators systems is considered advanced engineering. To bad, they didn't hold up very well.

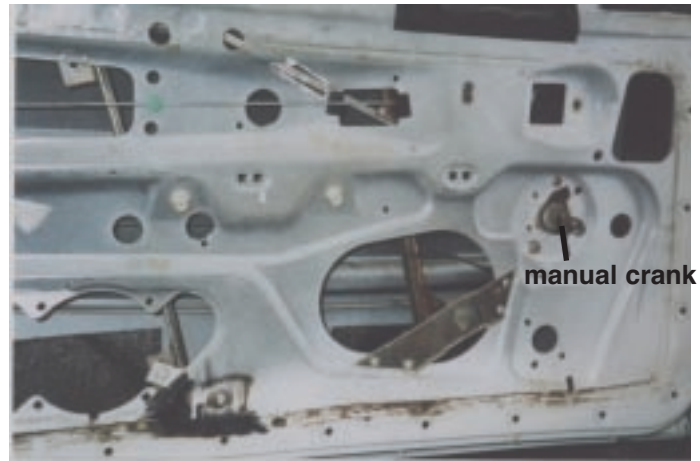
It would appear that in order to keep our windows operating properly we are going to have to depend on a lot of used parts and possibly other non-Renault window cranking systems. I hope I have provided some insight into what we are up against keeping our vehicles on the road and up to snuff.



Alliance Window Regulators

By Sam the Mechanic

This is a companion to Jesse's story Crank and Hope. I will discuss ways to repair your regulators. In the past I have seen many attempts to try to repair. The most common is the repair of the plastic conduit. Many have been repaired by using a piece of rubber hose over the break with sure tight clamps to secure the ends of the broken conduit. This sometimes works, but usually is a short-term answer rather than a solution to the problem.



Renault F1 2003 By Marvin McFalls

Another type of repair is to the cable. A woven wick with a spring, the spring is the drive on the cable. If the wick is missing sometimes sewing tread can be used to replace the missing wick. This helps to keep the winds uniform so the crank drive gears can engage on the spring.

Alliance and Encore were not the only models to suffer from these types of problems, the Medallion or R21 as well as fellow French manufacture Peugoet have similar problems. The age or weathering of the plastic is the most common cause for these problems. In the past you could order a replacement drive cable at the dealership, but these are no longer available. So until recently I have had to use piece from other used unit and even other models to make repairs.

Now the flocked spring drive cable can be obtained from SPW, Specialty Power Window of Forsyth, Georgia. This can be purchased by the foot. The cable is screwed on the bracket by the spring of the drive cable. In the past I could usually repair one unit with the use of parts from three and the use of 3M plastic and Emblem adhesive for the repair of the outer conduit.

The problems with this are usually in one of four stages. The conduit will break, the flocking will fall of the drive spring, the drive gear will strip, and finally mechanical electrical if so equipped with electrical. I will stock NOS of two and four door regulators for Alliance/Encore until my supply is depleted, which I am currently running low. The cost of replacement usually exceeds \$100.

Since I am the tech advisor for R9/11 I am still learning and always trying to find a final cure to this problem. I especially want to thank Jesse for all his extensive research on trying to obtain replacement parts especially electric motors. Any suggests or home remedies please contact me. I can now be reached by e-mail at; stuckeywc8@aol.com or you can still reach me by phone at: 865-922-2236.

After Ferraris dominance of last year's World Championship, the organizers decided to make many changes to make the sport more competitive and cost effective. Many changes have been made but the most important would be the scoring system. Now instead of the top six cars scoring points, the top eight cars score in a 10-8-6-5-4-3-2-1 format. The next major change comes in qualifying. In the past, cars would have four attempts to qualify with other cars on the track. Now they have changed to single car qualifying, similar to NASCAR, CART, and other major series. Qualifying consists of a warm-up lap, qualifying lap and cool down lap. The last major change will make competing more affordable. Immediately following qualifying, drivers must park there cars. This means the mechanics can no longer work on them, and they can't replace their engines or tires without having to give up their starting position.

With the new rules in hand all the teams packed up their cars and headed to Australia for round one of the F1 World Championship. In practice, many manufactures impressed including the Renault team. In two separate sessions both Jarno Trulli and Fernando Alonso were among the fast drivers on the circuit. However, after qualifying ended the Renaults were tenth and twelfth on the leader board. On race morning, the drivers awoke to rain. This made the teams scramble and most of the leading teams started the race on intermediate tires. Juan Pablo and both Renaults started the race on their used dry Michelins.

This plan was very successful as they move up the ladder as most of the teams came in and took of their wet weather tires.

By lap ten Alonso had moved up to second and Trulli was third. When Rubens Barrichello and Mark Firman both crashed on the same spot on the raceway the safety car





had to pick up the field taking away the advantage they had gained with their dry tires. Alonso decided to pit before the safety car pulled back into the pits, and went for second to last on the circuit. As the laps began to run down Montoya had more than ten second lead on Coulthard and he led Raikkonen and Schumacher by another ten seconds. It looked like Juan Pablo had his second victory, but a spin in turn one cost Montoya his lead, and put him in a battle with Kimi Raikkonen and Michael Schumacher for second. Meanwhile the battle for fifth appeared to be over as Jarno Trulli had a three second lead on Heinz-Harald Frentzen in the Sauber, and his teammate Alonso and Ralf Schumacher in the second Williams BMW. As the final laps expire, David Coulthard cruised to his thirteenth career victory. The Renault team had scored six valuable points on the day and was third in the standings ahead of Ferrari.

After what appeared to be a good start to the season in Australia, the Renault team surprised the world racing scene when Fernando Alonso won the pole and Jarno Trulli was the second fastest in qualifying for the Malaysian Grand Prix. On race morning the only question on every team's mind was how much Fuel did the Renaults Have? As the cars launched, Michael Schumacher tried to put his Ferrari past Jarno Trulli without success. As the cars came into turn two he tried to get beside Trulli's Renault once again but as the track narrowed Schumacher wouldn't give ground and spun Jarno through the grass. As the laps continued to tick off Kimi Raikkonen continued to make up time to the leader Alonso



and Barrichello was able to get around Panis and Heidfeld to move into third. On lap fourteen, Alonso gave up the lead for a much needed pit stop. Much to everyone's surprise it appeared the Renaults were on a two stop strategy as some other teams had already stopped before Alonso.

Alonso ended up in Second between the Mercedes and Ferrari. It appeared that no one was going to be able to catch Kimi on this day. By the mid way point of the race Ralf Schumacher, Trulli and Michael had worked there way from the back. Ralf had come from starting seventeenth to fourth and Jarno and Michael were challenging Jenson Button for fifth. After their final pit stops Alonso fell behind Rubens Barrichello into third and Trulli had a twenty second stop losing ground to Button, but still ahead of Schumacher in sixth. On the final lap, Raikkonen is now cruising around the track poised to gain his first victory, but the race is still for fifth place. On the final turn Jenson Button has a problem with his BAR Honda



and Trulli and Schumacher take advantage, finally getting past the Brit. At the line, Jarno holds off Michael for his second fifth place finish in as many races. Following the race Trulli was disappointed with what might have been, but scoring four points after everything that happened to him, but what was much more surprising was that Alonso had nursed his Renault and himself home to a third place finish. Alonso had battled a damaged car and virus that had left him feeling miserable in the Malaysian heat. However with his and the team's first podium in hand all he could say was "This is the best day of my life". After only nineteen races back in F1, it is certain Renault has closed the gap on Williams and McLaren, and the new rules have benefited them against the powerful Ferrari team.

The next stop on schedule was Brazil. Like Australia, it was raining and the start of the event was actually delayed. Both Michelin and Bridgestone were only allowed to bring two sets of tires. So each car had two types of tires dry and intermediate tires. As the race arrived it was still raining and far too wet for the intermediate tires. So after a ten minute delay the safety car led the field for the first eight laps. As the safety car left the



track Trulli and Alonso settled into sixth and seventh positions after starting fifth and ninth. Both Juan Pablo Montoya and Michael Schumacher were soon eliminated from the race following crashes. By this point it had stopped raining and the track was starting to dry. Now it seemed the Bridgestone tires were performing better and Rubens Barrichello moved around David Coulthard, who had just regained the lead when his teammate Kimi Raikkonen who had pitted. The crowd went wild with the native Brazilian leading the race. The joy was very short lived as Rubens car slowed a few laps later.

With Rubens out, it looked like another win for the McLaren team. Meanwhile the Renault of Fernando Alonso was flying. He had moved into third position after the Ferrari dropped out. Trulli made his final stop giving up sixth position to Jacques Villeneuve. Coulthard had to make a stop giving the lead back to Raikkonen on lap 52. With the track getting drier and drier, Giancarlo Fisichella had become the fastest car on the track. Fisichella would get around Raikkonen on lap 53, but on the next lap Mark Webber crashed his Jaguar, tearing three wheels lose from the car. The track was covered in debris and as the leaders came back around, Giancarlo and Kimi were able to drive thru the debris but Fernando wasn't as lucky, driving over one of Webber's tires. Alonso's broken car slammed into the wall. With the track completely blocked, the race was red flagged. With more than $\frac{1}{2}$ of the laps completed the officials decided to stop the race, rather than cleaning up the debris and waiting for an ambulance for Alonso. Considering that only seven cars were now running it was a good idea.

Fisichella at this point figured he has won his first race. After much discussion Raikkonen was declared the winner. By rule, when a race is stopped after the $\frac{1}{2}$ mark the standings two laps prior to the stop will be the official finishing order. In this case Raikkonen was passed only one lap before the race was stopped. The podium ceremony was very unusual. With Alonso on the way to the hospital he wasn't able to attend. That left the very disappointed Fisichella and the ecstatic Raikkonen on the podium by themselves. The remaining points were awarded to David Coulthard in fourth, followed by Frenzen, Villeneuve, Webber, and Jarno Trulli scored one point after pitting a

few laps before the red flag. The Renault team had to be pleased with the results and hope that Alonso isn't badly injured. He had given the thumbs up to the fans as he was carried off on a stretcher.

With back to back podiums it is certain that Renault has closed the gap on Williams BMW and Ferrari, and the new rules have benefited them and the McLaren Mercedes team. However, the Renaults have been the most reliable cars on the circuit, after three races they are the only team to have both of their car score points in every race. Also the Renaults were by far the best handling cars all weekend in Malaysia. Although their engines aren't as powerful as the other top teams, it appears they have met their goal to achieve aerodynamic superiority through a wide V-10. Finally, Fernando Alonso is definitely a driving talent and they don't miss Jenson Button as most of us thought they would. If they can continue to improve their power plant it should be much longer before we see them on the top step of the podium.



The Latest News from Mexico

By Francisco Miranda

On Sunday the ninth of February we had a very relaxed event that gathered some 375 cars of different makes and from many ages. Organized by the newly formed Comunidad Automovilística Mexicana, we had Ford, Studebaker, Jaguar, Mini Morris, Chevrolet, Opel, Hillman, Chrysler, MG, Cadillac, Rolls Royce, VW, etc. Renaults were present with R10 (old version with round headlamps), 4CV (one of the very few examples you can find here in Mexico), R4L, Dinalpin GT4, R8, R12, R5, and Dauphine. The meeting took place at the Monumento a la Revolución, or Revolution's Monument which has a big esplanade. It was a sunny warm day, which helped to gather so many vehicles. We were parked there for a couple of hours and then a parade took place to Villa Olímpica, or the Olympic Village some 20 kilometers heading south of the city. It was a funny feeling to be driving surrounded by all those antique cars. As not all of them were in pristine showroom condition, you could feel as transported some 40 years back in time, driving in a typical Sunday from those days. It was a nice show for the people that lined up on the Insurgentes Avenue as we drove by.

The Olympic Village was constructed for the athletes that came to participate at the 1968 Olympic Games in Mexico. There are several courts for tennis, basketball, volleyball, etc and a pool, as well as some gardens where we were supposed to have the picnic. For the picnic 148 cars showed up. I am sure my R4L felt like it was at home, as it is a 1968 model and coincidentally, just a couple of months ago, my friend Lorenzo Sendra gave me a "dove decal", that was also a distinctive logo of the Olympiad, and I, without knowing the schedule for the day, placed it for the occasion on the rear windshield. I was reading an old magazine from 1968 and I found the logo of the Olympiad. I am enclosing it, as the translation would read something like, "We offer and wish for friendship to all the people on earth. Peace."



Below: "The Fours." Peugeot 404, Renault R4L, Peugeot 403, Dinalpin GT4.



Centro Dinámico Pegaso

By Francisco Miranda

Translated it is Pegaso's Dynamic Center, which is a testing and race track. Organizers called this event, The Automobile Week. Car factories were invited to display their cars and have at least five cars on the track, where patrons could ride with expert drivers on the track in their favorite models. BMW, Nissan, Chrysler, and Audi all took



part in the event, however Renault was not present. Off road vehicles also had their own track made with difficult tests to overcome and really appreciate the capabilities of the vehicles tested. A classic car parade of the Club del Automovil Antiguo de Toluca had planned two slalom races (one each weekend, unfortunately the second weekend had to be cancelled because of heavy rain). A Classic Car Display was also organized, only for clubs affiliated to the National Vintage Commission, with a maximum of 12 cars per club, although at the end, that was not strictly observed.



As it was their first attempt to host an event, it was not really well organized. Many flaws could have been eliminated if experienced organizers would've been on hand. Some clubs, even having confirmed their assistance, did not showed up, leaving empty spaces that others could have used. The place is quite big and maybe that contributed to the feeling of "very little was happening". The Alpine Club was present and had supported every step of the process, since the beginning of the planning with the organizers, so we had



many cars on display the whole 10 days. Included in our display were: one Clio V6, two Renault R8 Gordini, 2 R5 Turbo, 1 Alpine 1600S, several Dinalpin including Cabriolet and GT4 and Berlinettes, also a couple of R8S, one racing and the other street versions. The Club de Pilotos, or Pilots Club, was supported by our club as well, with three full racing Dinalpin. Two with 2 litre engine and one loaded with 1600 Gordini.



It was a very interesting event; hopefully in the future organizers will do a better job coordinating activities.

French Cars in Texas

By Marvin McFalls

Winter in Tennessee is mild compared to most areas; however we usually receive up to 20 inches of rain. It will sometimes rain for a week or more in a row. This can get quite old so it is nice to get away for a while. Normally I will go to the Caribbean, for a week, but this year I started a new job and didn't have enough time for a full vacation. Instead I decided to make a trip down to Texas to see fellow club members Jonathan Burnette and Mike Deak. They have come to many of my meets so I figured it was time I went down to pay them a visit.

I drove to Nashville on New Year's Day and caught a flight to Austin. Jonathan picked me up at the airport and we went back to his house. When we pulled in the driveway, Mike's white Alliance GTA was parked. Mike was waiting for us with another friend and we all went out to dinner. Following a nice meal we returned to the house and must have talked until well after midnight. After all the traveling I had done, I was ready for some sleep and had to break up the party.

The next morning Jonathan and I decided to pay a visit to his "Renault Farm" He had a fire there a couple years ago and doesn't have as many cars as he once had, but there were still dozens of old Renaults and other various vehicles. When we returned from the farm we did a little business and then I needed to send the parts I had just bought to a customer. So Jonathan decided to take me for a ride in his Matra djet to the post office. I must say it wasn't your typical errand. I believe Jonathan revved the old 1100cc Gordini engine over 7000 rpms. The rest of the day we took it easy, and planned for the next day.

Our first stop the next morning was at Jodie Johnson's House. Jodie had four Renaults in his yard so Jonathan and I felt right at home. He was considering selling his R10 and I had to take it for a test drive. I believe Jodie must have thought we had stolen his car, because we were caught in a traffic



jam and were gone for at least an hour. When we finally returned Jonathan was able to get Jodie's R5 running, and he and I tried to negotiate a price for the R10. However we couldn't find a middle ground so I decided to pass on the car. Later, Jodie decided to tear the car apart and use the parts in his Caravelle.

After lunch, we headed out to Mike Deak's house. Mike lives on the side of mountain, and he took us on a complete tour of the property including the creek down below. After climbing back up to the house we took a look at Mike's A310 Twin Turbo, as well as his R17 Gordinis. It was starting to get later in the day and we had to make one more stop. James Hood lives in the area, and Jonathan had to pick up one of his 2cvs to do some work on it. The two tone right-hand drive duck has since become famous. It has been recently seen in a Saturn commercial with the words "Just Married" on the back of it. His other 2cv is Green and has some custom paint work on it. Jonathan and I drove back to town in the little duck. I must say it was the fastest 2cv I have ever ridden in.

Following a good meal we returned to Jonathan's house to watch a movie. We decided to watch the Italian Job, one of best car movies ever made. After laughing for two hours we had a little more car talk before calling it an evening. The next morning before heading to the airport we had one more stop to make, Jonathan took me to a scenic overlook where we could see most of the city. It had been a very busy three days, but I was able to see many French cars and meet some nice people. I look forward to returning again; hopefully I will be able to stay longer.



The Sixteenth Collector Car Exhibit in Reims Champagne

By Claude Campas

This year the meeting took place on the 8th and 9th March 2003. The event was Organized by "the Belle Epoch Champenoise car" As each year the covered display takes place in a 25,000 square meter facility (6.2 acres), and outside the main building is another 20,000 square meters (4.9 Acres) for parts, sellers, or clubs. Also a second outside parking area of 4.9 acres was reserved for the visitor's old cars. This year, about 150 visitor's cars were on display.

A car manufacturer is honored each year, this year it was DELAHAYE and HELYETT motorcycle. Approximately 20,000 visitors participate each year, which includes guests from all over France as well as Switzerland, Belgium,





Germany and the Netherlands. This meeting is similar to the Retromobile meetings, but because it is in Reims instead of Paris you can find a large vendor area for the sales parts, documentation, and old toy at a reasonable price.

The car clubs are always welcome, especially because they play a major part in the success of the show. In fact the reason it is a major French meet is because of the large display of visitor's classic cars, which is impossible in Paris during Retromobile because the space is just not available.

This 1977 R5 Alpine is own by a Dutchman who has had it for the last 12 years, he bought it when the car had 50,000 Km and it now has over 200,000 following Km. His only problem is to fight the rust. In the picture of the two R5 TURBO IIs, the car on the right of the picture now has 350 000 km. Many of you may have seen this car in issue 28 of Mille Miles magazine. The owner explained that the R5 turbo 2 is a daily driver, he has had to replaced the alternator eleven times, the engine was rebuilt twice (107 000 km and 266 000 km) and 4 turbo. Also on display were Some "VELO SOLEX" motorcycles. They are the only front wheel drive motorcycle ever made, a French innovation. I am told you have to be a real daredevil to ride one. Finally there was a 4cv Magpie on display. These cars were especially built for the Paris police.

It was a wonderful show, I hope you enjoy the photos.



Best of France and Italy 2002

The show had the biggest turnout ever in November, 2002. The park saw over 200 participants including several full CCCA classics and 2 video crews filming. Next show is November 2, 2003, at Woodley Park in Van Nuys, California.



Photos from Kurt Triffet.



à l'aise pour travailler

2^{m3}
(600 Kg.)
11 LITRES
aux 100



DOMAINE...
...à tous points de vue

au large pour voyager



6 PLACES
+ 1^{m3}
135 Km/h

RENAULT
4200 4200000

VENTE A CRÉDIT grâce à l'intercession de la D.I.A.C., 47 bis, Avenue Hoche, PARIS
Représentant officiel de la République Fédérale de France les meilleurs véhicules de 1950 à 1955.