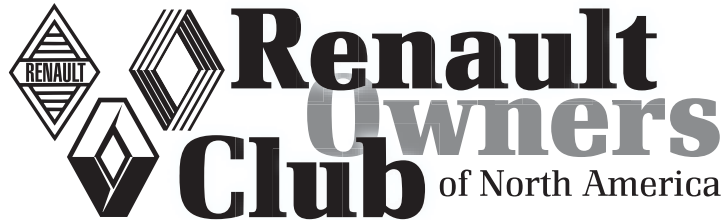


Renault News 69



3rd Quarter 2003

August - September



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Renault Owner's Club of North America

www.renaultclub.us

email: info@renaultownersclub.org

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R18-	Ray Dietz
4CV-Dauphine-R10-Caravelle	Jacques Lynn
R16	(vacant)
Alliance-Encore-GTA	Sam Stuckey
Premier (Eagle)	Chris Davidson

“Renault News” is the newsletter of the Renault Owner’s Club of North America. This newsletter is published quarterly, along with the 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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New Members: Send dues of US\$15 for **online membership** worldwide or **postal membership** US\$ 20 for the USA; US\$ 26 for Canada/México; or US\$ 30 for all other countries; as well as details of cars to the New Member Secretary:

Ray Dietz, (276) 638-8563; 1250 Lanier Rd, Martinsville, VA 24112-5212

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Send dues (as above) to **Jacques Lynn, (619) 561-6687;** 13839 Old Highway 80, El Cajon, CA 92021.
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Page 2

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Editor's Notes

By Marvin McFalls

Normally I use this space to keep members up to date with club activities as well as way to thank those who participate in the production of the Renault News, however this time we have some late breaking news that I wanted to include in this issue. On Sunday, August 24th, Fernando Alonso drove his Renault to victory in the Grand Prix of Hungary. It was Fernando's first victory in Formula One, but this was a day of many first for Renault and Alonso. In less than two years, Renault had gone from fighting with Minardi for last place to the top of the podium. This was the first victory for a Renault engine since 1997 and the first victory for a Renault chassis since 1983. It was also the first time a Spaniard had ever one a Formula One race. Along with all of these firsts, you can add one- youngest. Fernando is now the youngest driver to win a Grand Prix, the twenty-two year old beat Bruce McLaren's mark by nearly 100 days.

Congratulations to the entire Renault Sport team, and we look forward to seeing you back on top of the podium very soon.



Images: Renault Publicity



Renault News Issue 69

New Members

April 2003

Robert Boulet, 2980 Delfosse St, Montreal, QUEBEC, CANADA H1Y 1B8, Phone: 514-374-6387
E-mail: rboulet@westcliff.ca

Tom Luecke, 4690 Macky Way, Boulder, CO 80305, Phone: 303-499-7805
E-Mail: tluc2002@onebox.com
1966 Caravelle R1133 #27883, red hard top, totally rust free and only 14,400 miles

Christopher Brown, 121 Gulf Hill Road, Cortland, NY 13045

Roseanne Chiulli, 2212 Lance Blvd, Cocoa, FL 32926-4473, Phone: 321-432-3594
1966 Caravelle Conv. "rag top" light blue

Joe Egle, 3905 Wyoming St, Kansas City, MO 64111,, Phone: 816-931-3674
1959 4CVR1062 #833041, engine #3545457, black (the one pictured and written up in S.I.A. 2002 issue); 1959 Dauphine, black

May 2003

Ray Mendenhall, Jr. 633 N. Montgomery Avenue, Bremerton, WA 98312, Phone: 306-373-7788
E-mail: be5k5r@juno.com
1959 Dauphine R1090 #486672, engine type 610-1, white, 68,199 mi; 1960 Dauphine DLX, R1090 #887717, light blue, 70,490 mi; 1963 Dauphine, R1090 #1719733, white, 125,992 mi; 1965 Dauphine automatic, R1094 #12-51037, engine type 670-06, white, sunroof, 109,936 mi.

June 2003

John G. Schuler, 452 Twinbark Avenue, Holbrook, NY 11741, Phone: 631-467-5988
No Renaults at this time but plenty of parts

Irvin Thiessen, 26970 Terrytown Rd, Sun City, CA 92586
1974 R17 Gordini, R1313, #7252, blue, 5 spd manual, Bosch D-jetronic fuel inj., Purchased new March 9th, 1975 from Brown Motors, El Cajon, CA

Raymond L. Power, 4000 Bismark Drive, Del City, OK 73115, Phone: (h)405-677-8185, (w)405-826-028
E-mail: cougarsr8@cs.com
1986 Alliance DL Conv. red, 87k mi; 1985 Alliance DL Conv., tan, 94k mi.

Bill Church, Hc 34 Box 2051, Wasilla, AK 99654, E-mail: billchurch@ak.net

May Online Members

MacMenemy, Jamie, 3660 Henderson Street ,Portland, OR 97202

H - 503-775-3603, E-mail: baccura@yahoo.com
1972 R5 Alpine Atmo rally car, 2 1983 LeCar Sports, 1986 R5 TL, Canadian Model, 1960 4cv with R10 drivetrain

Jean, Roland L. Sr. 19 Morse Village Road ,Wendell, MA 01379 -9704

E-mail: rlj@crystal-mtn.com ,
1967 Caravelle, Grey, 67 K miles, Original in need of restoration

Wendell, Michael, 14138 Wood Rock Way, Centreville ,VA 20121-3827

E-mail: mwendell@kwyjibo.com
1984 R5 Turbo II, Red, 57k miles

Cavenee, Lonnie W. 364 Ponomo Street, Port Hueneme CA 93041

H - 805-488-7669 ,E-mail: lonnie93041@yahoo.com

Brittain, Charles, 2030 Rivercrest Circle, Denison ,TX 75020
E-mail: txdougalsbcglobal.net

June Online Members

Grisez, Dennis, 9293 County Road 28, Zanesfield ,OH 43360

H - 937-465-0293, E-mail: grizezd@trcpg.com
1982 LeCar Sport, 61k miles, Red

Buss, Michael, 505 W. 12th St. Apt. J, Newton ,KS 67114
E-mail: mbuss@cox.net

Schumacher, Jeffrey, 207 Evans Drive, Box 125 ,Cambria ,WI 53923

H - 920-348-5011, E-mail: a63caravelle@hotmail.com
1963 Caravelle, Red, 33k miles, 1983 Fuego, Silver, 1984 Fuego, Champagne

O'Fallon, Jean-Louis, 5414 Huntington Drive ,Los Angeles ,CA 90032

H - 323 225 4922, E-mail: lord_nougat@yahoo.com
1962 Dauphine , R1090, Green

Kirchem, Severn ,4944 N. Williams Avenue ,Portland ,OR 97217

E-mail: kkirchemshk@aol.com

July New Online Members

King, Gerald, 9901 S. Trumbull Avenue ,Evergreen Park ,IL 60805

H - 708-738-2191, E-mail: gkling9901@worldnet.att.net

Bauer, John D. 256 Lefthand Canyon Drive ,Boulder ,CO 80302-9341

H - 303-444-0493, E-mail: john.bauer@comcast.net
1984 Fuego Turbo

Henslee ,Frances ,590 N. Water Avenue ,Gallatin ,TN 37066
E-mail: gythral@yahoo.com

Amador, Agustin, 3719 Gatlin Woods Drive ,Orlando ,FL 32812

E-mail: tikitin@yahoo.com

Musciano, Gary , 240 Cedar Knolls Road , Cedar Knolls, NJ 07927

H - 973-538-3815, E-mail: gary.musciano@racedriver.com
1985 Fuego, Red, 118k miles

Gallichotte, Ross, P.O. Box 902163 ,Palmdale ,CA 93590-2163
H - 661-273-9247, E-mail: rossgallichotte@earthlink.net

1965 Alpine A110L-GT4

Ponder, David, 710 KY 501 South, Liberty ,KY 42539

H - 606-787-9847, E-mail: davidpponder@msn.com

Stone, Jack, 1075 Parker Lane ,Hazlehurst ,MS 39083

E-mail: ez8sssss@yahoo.com

Henkel, Jeffrey, 6135 Jeff Davis Hwy ,Woodford ,VA 22580

E-mail: jhenkel@bww.com

August Online Members

Brown, James, 13312 Elm Drive ,Burnsville ,MN 55337

E-mail: jimdebbrown70@hotmail.com

Srour, Gus, 16 Marylin Place ,San Ramon ,CA 94583

H - 925-829-5227, E-mail: gus@joshuamotors.com

Calder, Wayne ,9232 Oak Court ,Pittsburgh ,PA 15237

E-mail: waynecalder1@attbi.com

Parker, Brett, 716 E. Washington Avenue ,Burlington ,WA 98233

E-mail: vex@vexicon.com

Steirer, Gregory, 3174 Red Bird Road ,Apopka ,FL 32712-5609

H - 407-880-1525, E-mail: gsteirer@aol.com

1985 Alliance , Red, 104k miles

Galloway , Jeff, 6615 Glen Forest Drive ,Chapel Hill ,NC 27517

H - 919 408 0601, E-mail: jgall38227@aol.com

Dufour, Max, 30 route 201, Coteau du lac, Quebec JOP 1B0, Canada

E-mail: chrismfvilleneuve@videotron.ca

Letters

From Claude Campas, Colligny, France

Hi Jesse, Thanks for the pictures of your R9 [Alliance]. Under the hood there is a lot of difference in technical details. In France the air conditioning doesn't exist on R9 - R11. The electronic fuel injection, too.

The catalytic converter was installed on big cars (R25) since approximately 1988 and since 1993 on all the new cars. So R9 - R11 was not subject to emission control.

Apparently the 56 convertible is a rare car because the price is high. For me the car that I would like to own one day is a 1970 Dodge Challenger R/T if possible with a 383 or 440 V8, but sometimes I look at the internet ads and I'm terrified by the price.... Above all I must add the price for shipment, tax and modification for French license.



Your chance to find a low-mileage Juvaquatre (not the station wagon) is low. The Juvaquatre is the 2-door car which was produced before the Juvaquatre Dauphinoise. This because the Juvaquatre Dauphinoise (the little station wagon) with or without glass on the rear can be found in good shape or restored. That's not very easy, but possible. I found two ads which I translate for you:

1955 Renault Juvaquatre station wagon with windows. Good shape, resotred, green, title. Price: 3200.

1957 Renault Juvaquatre station wagon. Very good shape, blue, new tires, new paint. 4000. [The prices are not bad if the cars are in as good a shape as they say]

Concerning the business with Renault parts, I'm not sure that's easy commerce because when you enter a Renault dealer for parts for an R4, R5 or R11 the first reaction is a sigh and an observation like: Oh, you still drive this car, do you not prefer a new car?

In fact after 10 years old, a French car doesn't make money for the manufacturer, and they make sure to tell everyone that. General Motors has a "resoration parts" department, it's unimaginable with Renault, Peugeot or Citroën....

The Complete Mégane II Line

By Marvin McFalls

Following my opinions on the new Mégane II hatchback, I guess Renault must have taken notice with my disapproval. Because they followed up the individual hatchback with the beautiful Mégane CC, The new Scénic and now they are introducing the Sport Tourer and Sport Saloon.

The Sport Tourer, goes by many different names in France it is called a Break and in England and Estate but here in the U.S. it is best recognized as a Station Wagon. This type of vehicle is very popular in Europe, but with the Scénic a more or less station wagon with minivan body it is much more popular. However if more space is what you are looking for than the Sport Tourer may be a better fit than Scénic. It has 61mm longer wheel base than the standard Mégane, so there is more room for either passengers or cargo. It also has more room than any other vehicle in its class. Along with 17-inch alloy wheels and integrated roof rack it is a very attractive wagon. The Sport Saloon or four-door sedan besides having a trunk, it has an overall well designed rear end that is 228mm longer than the hatchback.

They both have the same Five-Star Safety rating as do the hatch models, but with the strengthened structure adapted to their additional rear-end mass, they should hold up better in a rear end collision. It will be many months if not a year before the competition catches up to the largest cars in the segment. With the complete line now in place Renault has set a goal of winning 14 percent of the C segment in Europe for 2004. These are lofty goals but the new Mégane has already replaced Clio as the most popular car in France and is currently number two in Europe just behind the Peugeot 206. With seven different version of the Mégane it should not be hard to find one that most consumers wouldn't mind seeing in their driveway.



L'Atelier Renault

Text and Photos by A. Meyer

The French Big Three auto manufacturers all have high-profile showrooms on the Champs-Élysées in Paris. The Renault showroom at 53 Ave. des Champs-Élysées is certainly the premier of these, including a display area for cars and a restaurant upstairs. The Atelier Renault attracts a young fairly fashionable audience, unlike PSA's smaller "Peugeot Avenue" which is strictly a showroom - boutique and the "Hippo Citroën" restaurant which today is a sad joke compared to its prominence ten years ago.

In the Atelier Renault's main display window the Mégane convertible and Scénic were on view. Several concept cars, the Koléos, Initiale, Ellype and Talisman were part of an exhibit called "Car & Co" (Car and Correspondence) which runs until September 21. Exhibits change bimonthly. Wild interior decor featured displays of Renault design models, experimental technology from Saint Gobain and Dupont Textiles and Interiors. France Telecom R&D displayed fiber-optic fabric made into a dress which blinks on and off in patterns. The room lighting looked like a catalog selection from Artemide, no surprise that small promo folders for the lighting manufacturer were set around the room. Music, very important to the younger generations, was by Angie Stone and Lara Negrete on the weeks of our visit.



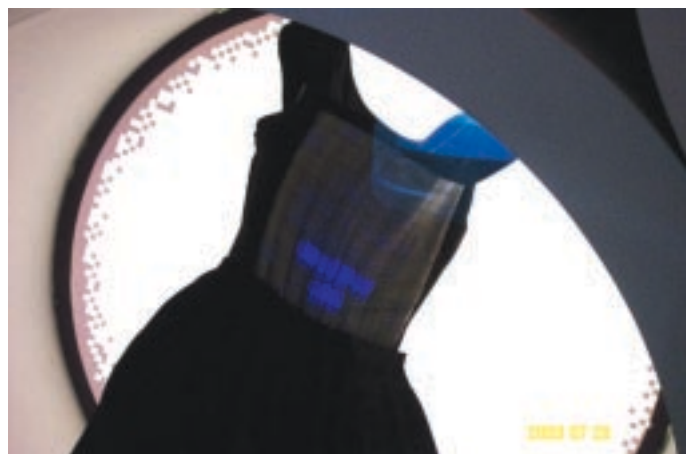
The information desk was swamped with young Parisians and young tourists so no car brochures to give out. The only way to tell which people were tourists was by noting who had a camera in hand. No place on earth is immune to security screening so bags are opened for inspection. Typical of Gen X and Y, car information is given electronically. The Atelier have set up Apple flat-screen iMacs which link directly to Renault's website all around the main floor. The computers have no keyboards, only a mouse. The very limber computer users sit on ottomans covered in silver lamé.



Initiale Concept car, above and below.



Electric city car model, above. Fiber-optic dress below.





The restaurant upstairs at Atelier Renault has expensive but good food ranging from 17.00 euros for salmon en croûte, 15.00 for a Caesar Salad, to a whopping 8.50 for dessert! The staff let us take home the tall Gleneagles mineral water bottle. This bottle survived the trip all the way back in a suitcase, too bad it is not an interesting shape or color, in contrast to the cars and the building.

Info on the Atelier Renault is available at 01.49.53.70.00 or www.atelier-renault.com.

Ellypse concept car below left and right. Laguna model above left.



Talisman concept car, above and below.

Koléos concept car, above and below.



The New Clio V6

By Marvin McFalls

While at first look you may think it doesn't look much different than the original, the New Clio V6 has been refined. First of all it features the same styling as the latest generation Clio. The new xenon headlamps get your attention. The Oz "Superturismo" eighteen inch wheels are also a new addition. Even the rear of the car has undergone subtle changes with a redesigned wing and bumper. Finally the most easily recognizable change would have to be the air intakes. The new ones are painted Titanium Gray, and besides looking cool they have improved cooling and even the drag coefficient.

So now you are thinking, so they redesigned the look of the car big deal, but what about the handling and performance? The car has a fully revamped suspension to enhance stability, both under a load and under acceleration. The main modifications have been to the rear suspension, with a new sub-frame. The dampers have been stiffened and the anti-roll bar strengthened. The wheelbase has been increased 23mm for more responsive steering and to improve directional stability. Finally this is one of the first cars to feature the Michelin Pilot Sport tires. Using the same technology that the Renault F1 team has used to improve their position on the track this season. The concept of the "Variable Contact Patch ensures optimum contact with the road surface.

At this point you are thinking so they have done a nice job with the look and handling of the car what about the engine? The three litre, 24 valve has been completely revamped. It now delivers 255 horsepower at 7150rpm. However the engine performs equally well at high speed and under normal speeds. The upper part of the engine from the air intake to the combustion chambers are new. A motorized throttle valve, new aluminum plenum and more precise camshaft also lead to improved engine performance. A new twin-mass damping flywheel and performance exhaust system help to round out the package. Lastly, a twin passage injection ramp with injectors offering a higher flow rate along with a new faster computer for better control of response to the accelerator.

Your next concern would be the gearbox. The PK6 gearbox has been specially adapted for the new Clio V6. The final drive has been lowered by 10%. Internal gears are now more closely spaced, with new ratios for first and second gear and a shorter third gear. It is compact and lightweight and is definitely in the same caliber as other top of the line sport car gearboxes. It also features a new shifter trimmed in an aluminum finish. Besides looking nice it reduces the movement by 20 percent and has more pronounced stops.

OK, you are thinking all this sound great but what about options? How about Leather seats embroidered with the Renault Sport logo, Leather steering wheel, head and chest side air bags, rain and light level sensors, as well as a new air conditioning system. Other options include a new 4x40 watt radio with 6-disc CD changer. Three metallic body colors are offered as standard in: Titanium Grey, Iliade Blue, and Mars Red, with three special-effect colors optional in: Sirius Yellow, Callisto Brown, and Lune Grey. Four "Nappa" leather interior packages are offered in grey, brown, beige, and blue.

Now that you are sold on the new Clio V6 it is time for the best news of all. Unlike the original Clio V6 that was built by TWR in Sweden, the new models



are being built in Renault Factories. They are constructed in Flins and assembled in Dieppe. Yes at the same factory where the A110, 310, R5 Alpine, R5 Turbo, Clio Williams and other top notch Renault-Alpine sports cars were built. The goal is to produce a total of 15 vehicles a day and between 4000 and 4500 units throughout the run. Unfortunately, no price has yet been announced but with the current strength of the Euro I would guess somewhere in the \$40,000 to 50,000 range depending on options. A more than fair price for a car of this quality and performance.

Yes it appears that Renault Sport has done it again. Another fabulous sports car for us to dream about. With the Grey market opening back up, maybe we will see one here in the not too distant future. A TWR Clio V6 is currently available here in the latest issue of Hemmings.

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Transport Canada **Transports Canada**

RENAULT CLIO 1.5L DIESEL Specifications / Spécifications

The Clio 1.5 dCi offers a good balance of power and performance combined with impressive fuel economy and low emissions. The low friction 1.5 litre turbocharged common rail diesel engine uses only 3.7 litres of diesel fuel for every 100 km, and emits 113 g/km of CO₂. Although the Clio is economical and extremely easy on the environment, the high torque supplied by the turbodiesel engine combined with the 5 speed gearbox allows it to accelerate briskly. The Clio is very quiet as the engine is fitted with a noise reduction system that utilizes a vibration sensor to control the operation of each fuel injector. On the safety side, the Clio comes equipped with antilock brakes, front and side airbags, three point seatbelts in all 5 seating positions, heated mirrors, and special ISOFix anchors used to simplify the installation of child safety seats.

La Clio 1.5 dCi offre un bon compromis de puissance et de performances, à une excellente économie de carburant et à un taux d'émissions polluantes de faible niveau. Son turbodiesel à faible friction de 1,5 litre alimenté par rampe commune ne consomme que 3,7 litres de carburant par 100 km, tout en n'émettant que 113 g/km de CO₂. Bien que la Clio soit extrêmement économique et pratiquement bénigne pour l'environnement, le couple élevé fourni par son turbodiesel jumelé à une boîte de vitesse à 5 rapports, permettent de franches accélérations. Grâce à un système de réduction sonore utilisant des capteurs de vibrations contrôlant chacun des injecteurs, la Clio s'avère très silencieuse. Son équipement de sécurité comporte des freins ABS, des coussins gonflables frontaux et latéraux, des ceintures de sécurité à trois points d'attaches pour chacun des 5 passagers, des miroirs chauffants, ainsi que des points d'ancrage ISOFix spécialement conçus pour simplifier l'installation de sièges pour enfants.

GENERAL / GÉNÉRALITÉS	
Seating Capacity / Nombre de places	5
Vehicle Dimensions (L x W x H, mm/in.)	3774 x 1940 x 1417 148.6 x 76.38 x 55.79
Dimensions du véhicule (L x L x H, mm/po)	
Curb Weight / Poids à vide (kg/lb)	980 / 2156
Top Speed / Vitesse maximale (km/h / mph)	162 / 101
Horsepower (hp/kW @ rpm)	65/48 @ 4000
Puissance (cv/kw @ tpm)	
Torque (lb.ft/Nm)	118 / 160
Couple (lb.pi/Nm)	
Fuel / Carburant	Diesel / diesel
Fuel Economy (City/Highway, L/100km, mpg)	5.4 / 3.7 52.3 / 76.3
Consommation de carburant (ville/route, L/100km, mpg)	
Estimated Driving Range (km/miles)	1160 / 720
Autonomie estimée (km/milles)	
Body / Carrosserie	Conventional steel body / Carrosserie en acier conventionnelle



OTHER / AUTRES	
Brakes (f/r)	Disc/ Drum, ABS
Freins (av./arr.)	Disque / tambour, ABS
Suspension (f/r)	Strut type with coil springs and stabilizer / Torsion beam axle with coil springs.
Suspension (av./arr.)	Ressorts hélicoïdaux de type bielle de réaction avec stabilisateur / Essieu de poutre de torsion avec ressorts hélicoïdaux

EBS Renault 5

Text and Photos by Gary Millsom

It's not often you have a bit of spare cash, but in the pre-kids, pre-big mortgage bachelor days of May 1996 that's just what I had. Being fond of the unusual or classic cars and having already experienced the joys of owning a Mini Cooper an old Fiat Coupe, and couple of MGs and a Mark 2 Savage, and dreaming of the summer ahead I decided to "invest" this little windfall in something a little bit special, a fair weather vehicle with a bit of poke and a bit of character. The day to day driving of the Honda, a sensible, comfortable and safe weekday motorway conveyance was fine, but in truth not that exhilarating at the weekend.

I had considered an old MGA, a TR4 and I almost bought a purple TR6 and was waiting the seller's response on my 7,000 pound offer when my friend Spencer rang: "What about a Renault 5 Turbo Cabriolet" A what? I said they never made one. "Well there's one for sale in the Exchange and Mart" he replied. I had never considered the existence of a convertible 5, let alone a convertible turbo and you can appreciate that I was suitably intrigued. A phone call was made and we drove to London that very same evening to take a look.

Jim the guy selling the car was a Renault buff. He confirmed it was a very rare vehicle indeed and that's what had attracted him to it. He had bought the car on a whim a couple of weeks earlier, but decided to focus on some of the other R5 littering his yard. The car had Jim's way courtesy of one careful lady owner who had purchased it new from Renault London in March of 1990. I had covered only 32,000 miles and as the advert said, in immaculate condition.

Jim couldn't shed much light on the history of the Renault 5 Convertibles. He knew of one or two companies, like Radbourne Racing that included chopping of roofs as part of the customizing portfolio, but because the car had been supplied by Renault dealer, he assumed Renault must have had a few made. Anyway, having been suitably impressed by the vehicle, the accompanying history and documentation, the test drive and the seller himself a deposit was left and I returned to collect the car the following day.



It was fun to drive. Apparently not as quick as a standard 5 Turbo, the additional under floor cross members adding a little weight, but when the sun was out and the roof was down it fitted the bill nicely. A bit pretty though. Other than remarking the car was unusual, my car friends could shed no further light on the history of the Renault 5 Cabriolet. I promised myself to find out more about the cars' origins later, but in the meantime I spent the summer with the roof down, taking in a couple of weeks holiday, with my fiancée, in a sun blessed Cornwall and an open air tour of Wales.

One September morning, on the drive, I discovered that the driver's side quarter window had shattered. Annoyed of course at the incident, or act of Vandalism and at the cost and inconvenience that replacing the window would no doubt cause, I carefully knocked the shattered glass and drove to my local Renault dealer to get it repaired. This is when things became interesting. The quarter window and side window for that matter were not standard. They did not have anything like it in stock, nor could they easily determine whether anything was available to order. Obviously this Renault dealer hadn't seen many 5 cabriolets and it looked as though a replacement window would have to be specially made.

I phoned Jim to see if he could offer some advice and suggested I contact Radborne Racing. It turns out that Radborne did indeed involve themselves with the customization of many R5s, including transforming several to topless models. They were very helpful but by no means convinced that they had carried out the conversion of my car and suggested I contact EBS, the company officially appointed by Renault France to carry out the conversions on many R5s. It hadn't occurred to me before but the car did indeed bear the EBS logo on each of the door pillars. Radborne was able to come up with their phone number in Belgium.

The phone number worked but EBS had been taken over by ACT (Automotive Creations and Technics) though their business that of carrying out conversions to vehicles on behalf of individual enthusiasts and motor manufactur-

ers, had remained intact. Of course they had a window, they had thousands of parts in stock. It would cost about 30 pounds plus postage. "Excuse me, but did you, when you, were EBS convert this car?" A brief silence while he checked the numbers then I was told yes and then they connected me to Michael, the very man who carried out the original conversion on my car.

I learned that the car was EBS conversion number 619 entered their shop on the 6th of February of 1990 and delivered to Renault London on the 28th of March. It turned out that from 1987 to 1991 EBS had converted a total of 886 of which 131 were Turbo models. I was the proud owner of 1 of 13 built by EBS for the UK market.

As fate would have it I was due in Brussels in a few weeks time so instead of flying I drove down and ferried across the channel and drove to the factory. Michael welcomed us, and he and his colleagues elaborated further on EBS' association with Renault and the history of the EBS Super 5. Several pictures of them graced the office walls and three new looking vehicles, one white, one red and one blue, were showingly parked on a grassy slope outside the entrance. Whether they were for sale or an icon of the company's history I don't recall, but ACT certainly seemed proud of their association with the Renault 5. The factory was the size of an Aircraft hanger, it was currently home to about fifty Volkswagen Vans, having their seats removed or was it fitted? Beyond the shop floor were the storage areas and amongst the items there were many hundreds of parts for a R5 Cabriolet. Did I fancy a Mohair hood for 500 pounds?

After being shown around and as evening fell we walked the 800 yards up the street to our hotel. I collected the car on Thursday once my work was concluded in Brussels. They had replaced the broken windows and other little items but they also re-polished the hood and waxed the vehicle too and as it stood at the exit gate, top down, engine purring looking like it must have done when originally leaving the factory six years earlier. The enthusiasm they had shown was quite remarkable. In fact, because I was short on Belgian Francs, they told me not worry about going to an ATM as they would bill me when I returned home.

Having learned so much about the car and feeling somewhat proud to be the owner of what just might turn out to be a bit of a collectors item. I joined the Renault Owners



Club when I got home. Since then the car is put away every winter and comes out of hibernation in May. In 1999 I entered it into one of the Renault shows, and guess what it won first prize. A year later I delayed it winter hibernation and the club's request drove it up to the NEC to be part of the Renault stand at the Classic Car Show. Several people showed interest in the car and some good offers were made, but strangely the interest shown in the car served only to make me want to keep it.

It still remains totally original, as tempting as it is to upgrade the engine, add bits of bodywork or change the wheels. It has covered just 60,000 miles summer miles in twelve years and remains great fun to drive around the country lanes where I live. It never gets thrashed and still elicits a reaction from those who remember Renault 5. Should I sell the car like the wife says? Granted it really is surplus to our requirements and takes up garage space, but my daughter Mollie loves going for a ride with the roof down and thinks I should give it to her when she passes her test. She is however only five at the moment so she is charging me with keeping it in pristine condition for several years yet.

You know I might just pay an early summer visit to Belgium. I phoned ACT and they still have that Mohair hood.

This Article has been edited. It originally appeared in *Renotes*, the magazine of the Renault Owners Club of Great Britain.

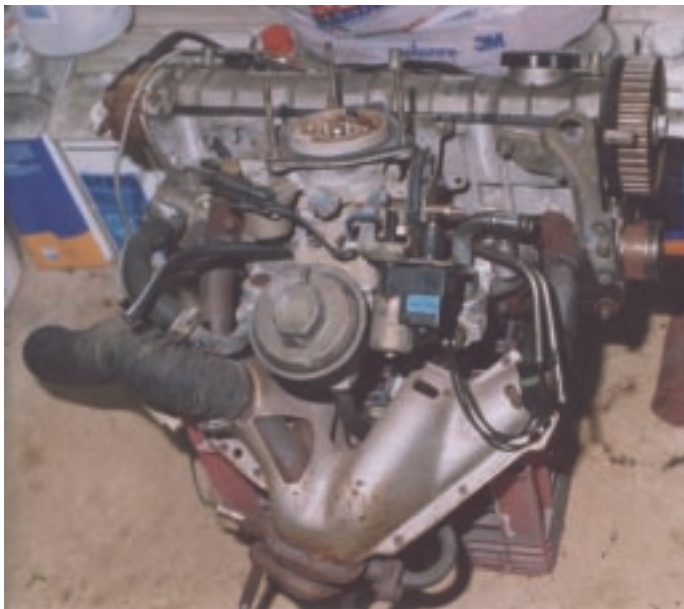
De Mortuis Nil Nisi Bonum

(Say nothing but good about the dead)
Text and Photos by Jesse Patton

The vehicle ad I was reading some several weeks ago stated: Renault 1986 Alliance, 30k original miles, blown engine, garaged. Best offer 631-499-8307. I was startled and surprised what to do?

I made the call as I am a Renaultphile and a glutton for punishment. As it turned out I talked to the owner Dick Simmons for close to an hour. The Alliance had been given to Dick by his Father in Law in 1994 with the intention to repair the car, but it was never to happen and the DL sedan sat for eight years under an old blanket and the family cat who sometimes bedded down there.

Several days later I took a trip over to Commack, NY where Dick had now parked the vehicle outside in front of his house. It looked very well preserved in Black paint and the interior was positively immaculate. The original carpeting looked brand new with the name Renault manufactured into it. The dark red velour seats were also showroom sharp both front and rear. I looked in the back seat and saw that there were no rear window handles. Fortunately the car has air conditioning, just needed recharging with some R-12. The T-handle transmission shifter lever was disconnected from its cable. Evidently when the car had broken its timing belt, the former owners had locked the vehicle but left the hood ajar and when the tow truck came to pick the car up. With no owners around they disconnected the cable from under the hood and placed the car in neutral to position it for towing back to Brewster AMC-Jeep where it was bought.



A 30,000 mile 1.7 head and Renix fuel injection unit. The remanufactured head will take its place, along with new idlers and belt.



Member Johnny Schuler with Jesse Patton's 30,000 mile Alliance sedan. Oxygen sensor needed replacing.

The owners of the '86 decided to buy a new car and give the old one to their Son in Law where it lay until I came along. As the new owner of this gem I have already laid in another fuel tank, pump, rebuilt cylinder head, new idlers and timing belt, wheel cylinders and caliper just to name a few items. I also had to replace the oxygen sensor so it would pass emissions.

Oil on the dipstick was non existent, it having dripped out on Dick's garage floor. The Transmission fluid was extremely muddy and thick. All was changed and the brake lines all blown out and the cooling system reversed flushed. New wires and a final tune up with four Bosch platinum's fours. They are supposed to last 60,000 miles about half as long as the timing belts and idlers. Next I had to have the gas recharged for the air conditioning. After getting the title back from Mr. Simmons and getting insurance it was time to put the car back on the road.

By the time all was complete I had spent less than \$2000 to get this old girl back on track. About the only thing I couldn't find at the dealership that I needed was a fuel tank sending unit. They are no longer available and only four Bosch pumps are left in the system. After that you have to rely on aftermarket, or old Tennessee Sam Stuckey, for assistance. This kind of experience just makes you wonder how many more Alliance/Encore hideaways there are out there. I suspect quite a few. Hopefully they are kept running while in storage. Over and out.



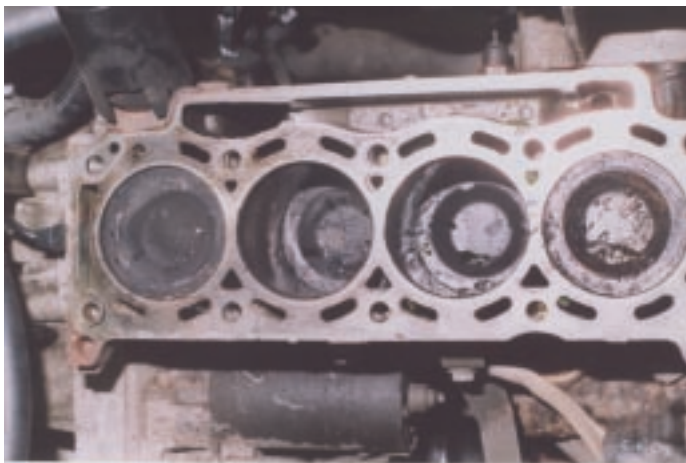
No mistaking a broken timing belt. Always replace it every 60,000 miles, and spin both idlers to make sure they are free and easy.



This was the old fuel tank, Full of shellac and rust. Not even good enough to boil out. Strangely, this was not an original '86 tank, but one from 1984. It had been replaced for some reason, early on.



Johnny Schuler an old-time Renault mechanic looks over the old fuel pump on the right which is an '86 Bosch with the low fuel light sensor. Both the sender unit and the pump were rusted and useless. The '85 Bosch pump on the left will be used in its place.



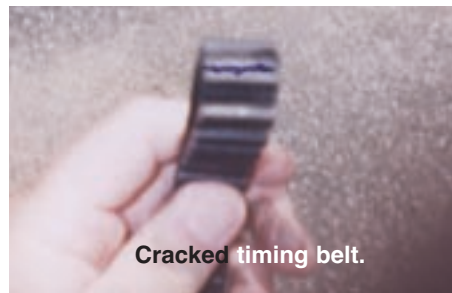
The pistons of this 1.7 motor looked good and showed no damage from valve intrusion, when the belt broke. The 1.7 was originally designed for use as a Diesel.



Jerry Vella replacing the timing belt and idlers on Jesse Patton's '85 Alliance convertible. It was time after 58,000 miles.



Cracked serpentine belt.



Cracked timing belt.

Club Member Johnny Schuler, Holbrook, NY getting to the "bottom of things" in Jess Patton's 30K mile Alliance 2-door. Actually he is installing two speakers below the back window.



Battle of the Winter Beaters

By Marvin McFalls Photos from *Car and Driver*

Nearly two years ago I got an e-mail from Aaron Robinson. He tells me he writes for *Car and Driver* and he has just purchased a Renault Fuego Turbo for a competition between himself and two other writers. As many of you may know *Car and Driver* isn't based in sunny California like most car magazines but in Ann Arbor Michigan, so they planned to race the cars on ice. He was having a problem finding new tires let alone snow tires to fit his Michelin TRX rims. So I suggested he buy a set of 13 inch steel rims and then he would have no trouble getting snow tires. He was then able to get a good deal for a set of Michelin Arctic Alpines keeping him under the \$1000 budget they set as a guideline for the competition.

Meanwhile his competition for this titanic event ended up being a rear wheel drive 1989 Chevy Camaro RS and a 1989 Subaru XT6 with four-wheel drive. On paper it looked to be an easy win for the Subaru. But being that the Subaru cost \$1000 there was no money for snow tires. Now that everyone had their beater, it was off to the test track. Where the Fuego preformed as expected on it first run, but the second time down the track the turbo charger seized up. I again saved the day with an old T3 Turbo at a more than reasonable price. The Fuego was now ready for the ice, but unfortunately the competition would have to wait for another winter.

Earlier this year the cars competed in the Michigan Ice Racing Association annual meet at Lake Missaukee. The cars were broken up into three classes and the Fuego and Subaru competed along with thirteen other cars in Class A, while the Camaro competed in Class B with three other rear wheel drive cars. By now the story had been passed around the other drivers about the competition and the Subaru was made a prohibited favorite in the upcoming eight, five lap heats. However as the racing began it became clear that the Fuego with snow tires had much more grip than the Subaru and finished ahead of XT6 five of the eight heats. Meanwhile when the class B cars came on the track the Camaro was barely able to move, mainly just spinning and sliding his rear snow tires, finishing last in every heat.



As everyone left that day the Fuego had been declared the winner by everyone in attendance, but the official results wouldn't be posted until a few days later.



Obviously the MIRA scoring system is a little flawed as their winner was the Camaro with 56 points followed by the Subaru with 13 and the Fuego with 9. It seems that finishing seventh or eight out of fifteen wasn't nearly as good as the Camaro in fourth or last place crawling around the circuit. It also appears the Fuego lost some points for missing gates and leaving the course and crashing twice. Needless to say Aaron ended his story with quote: "Protests have been filled, lawyers retained and judges slipped golden handshakes. Do you care? Unlikely"



However this may not be the final chapter for the Ice racing

Fuego. Aaron is selling the car at a very reasonable price. It is in the latest Marketplace and if no one else takes it home I will probably pick it up on my way back from Road America in September.

Special thanks to Aaron, Larry, and Frank for the entertaining story. If you would like to read the complete story and even see video clips go to www.caranddriver.com the story was printed in the May 2003 issue



First Annual All French Car Meet

This event took place on Sunday May 18th as part of the Friendship Day at Foothills College in Los Altos. All told there were more than 30 cars, mainly Citroëns and a few Peugeots, but five Renaults made the event. I drove my Caravelle, while my wife Erna came in our R5. Also Larry Dwyer drove his Caravelle and his neighbor Rich drove his R16. Thierry Castro brought his R10, and finally fellow Club Member, Jeff Thompson brought his A110. So needless to say we had a nice selection of rear engine and front engine Renaults.

The day had started off very slow. The event started at 7:30 AM but by eight there were only a couple of Citroëns and a lot of yellow tape roping of about forty spaces. By 9AM still no more cars, the organizers began to worry, but like most French car meets everyone was fashionably late. By the end of the day we had filled most of the spaces, and even had a visitor from Southern California. Co-editor, Allan Meyer made an appearance.



All photos from Biblioticus Alanskii except at left, from Lincoln Sarmanian. 1947 Tucker below, 1956 BMW Isetta 300 at left.



Carlisle Import Show 2003

Text and Photos by Don McLaughlin

The long awaited day for the Import/kit Car Show finally arrived and Saturday was the best day of the weekend. It was merely cold with a high temperature for the day of 58 degrees. Eleven brave souls ignored the elements and made the trip to the old fairgrounds.

The day actually started with the Renault driver's breakfast at the Middlesex Diner. We had a good hot breakfast, soaked up lots of coffee, and wondered where the drivers were who had promised they would attend. It looked cold out and we thought if we dawdled long enough it might warm up, unfortunately we would have had to dawdle a long time. I'm writing this a week later and it still hasn't gotten any warmer. The Renault Owners breakfast is held virtually every Saturday throughout the year at the Middlesex Diner. The invitation is out to anyone who is just west of Harrisburg, PA on any Saturday morning; it goes from 8:00 to 9:00 or so.

On arriving at the show field we found that Mike Allen had brought his well maintained Gold Sportwagon (for sale). Next up was a red Alliance convertible from Canada, but I neglected to get the owners name. John Mullins had his white GTA with red spoiler and air dam next to David Drayer's black GTA. My silver GTA was parked next to John Vogler's silver GTA with Jerry Hershey's black GTA providing contrast. Herb had his red Le Car and Les Woods brought his four-door red Le Car up from Maryland. Joe Wagner drove his maroon '83 Alliance 1.4 in from Ohio, and one of John's neighbors showed up late with his red sunroof GTA.(for sale)

After lunch we had our annual car show with John Vogler taking first place, Jerry Hershey getting second and John Mullins was awarded third. Dave Drayer received honorable mention for his extremely nice black GTA. Shortly after the show we adjourned to John Vogler's driveway for our private swap meet. Marvin was greatly missed as he always brought such interesting parts. It seems as if I



was the only buyer as John had this Medallion grill that just had to go away. It was a good price but I don't intend to drive into anything. John provided barbecue and the fixin's and everything was extremely good. People drifted off until it was John, Joe, and I. Joe was in a state of high enthusiasm and had to look under every hood. Fortunately an evening had been spent attacking the plastic in my engine compartment with Armorall so this was not totally embarrassing. Also, it was getting dark by then.



A Renault in the SCCA National Championship

By Marvin McFalls

I recently received a letter from John Hafkenschiel in Sacramento, California. He owns a 1984 Alliance racer. This car was originally an Alliance Cup car and as of 2000 it has become eligible to race in H production class. HP is the slowest of the production classes with the smallest engines. This class is usually won by an Austin Healey Sprite with a 948cc engine. Cars in this class that come stock with fuel injection, can replace it with a two barrel carburetor. A custom built header is also allowed along with any engine modifications you can think of. It is not uncommon to spend \$10,000 for one of these engines.

John has been racing since 1976, and he hopes to take his Alliance to the National Championship at Mid-Ohio in September. To qualify he will have to earn enough points in his local division races to get invited. The best way to qualify is to finish in the top three in as many of the local races as possible. However if a driver needs to he can compete in two races outside of his area to earn extra points. Hopefully John will make it to Nationals and maybe even win the championship in his Renault Alliance. Let all wish him good luck and hope he updates us on his progress.



John Hafkenschiel

What is that R 16 TA doing in here? Turn to page 23 to find out.



Campas Family Cars

By Marvin McFalls Photos from Claude Campas

Since Claude joined the club and started writing stories for the newsletter, many of you have inquired about his collection of cars. Actually every member of his family drives a Renault. Claude's daily driver is a 2001 Clio with a 1.6 litre, 16 valve engine. It produces 110 horsepower and he uses it every day to drive to work more 60 miles round trip. It already has 51,000 kilometers on the clock. Claude's mother also drives a Clio, it has the same engine as his but it is a 2002 model with the redesigned front end and new dashboard. Jean-Jacques, Claude's father drives a Mégane Break or station wagon.

Claude is also a big fan of the Renault 5. His pride and joy is his 1982 GTL. The car was bought brand new by his grandfather, and he has owned it for the last ten years. It now has 79,000kms, and the original paint. "I changed the original 1108cc engine for a 1289 and added some upgrades like Alpine wheels, power windows and a Alpine dash board." He also owns a White R5 Alpine. It is a 1981 non-turbo model. He plans to restore the car because the body is eaten up with rust. For the project he bought a gold, R5 TX Automatic with a solid body and a old R5 Alpine Turbo for some extra parts.

The latest Renault added to the family is the oldest. Recently Claude was given an old R4 GTL. The car had belonged to a friend's grandmother, but had spent the last five years in a barn. Claude and his brother did a frame off restoration of the car in only twelve days. Now Claude's brother Mark is using it mainly to go buy materials for his house remodeling.

Not every car in the family is a Renault. Claude's weekend driver is a Peugeot 205 GTI. This was the first version of the car built to compete with the R5 Alpine. It has a 1.6 litre engine with 105 horsepower. It now has more than 140,000kms, and Claude says while it is not a Renault, it is a pleasant car to drive. By far the most exotic car in the family's collection belongs to Jean-Jacques. It is a 1971 Buick Riviera. With a 455 cubic inch V8 engine, it is a very rare sight in France. For many years they have spent restoring the car in their spare time.

Claude and Jean-Jacques are coming to Flint, Michigan for the 100 years of Buick celebration in late July. After that, they are going to make their first trip to Tennessee so I am sure they will see some more Renaults while they are here. You can probably look forward to some photos from their trip in an upcoming issue.





Huixquilucan 2003

Text and Photos by Francisco Miranda

A different event was this year's Huixquilucan, Jaguar Club's celebration. Of course we had the opportunity to see great automobiles, like the ones we only get to see on magazines, but unfortunately many cars were not displayed because of politics that only harm the automobile enthusiast. We hope the differences are settled soon, so next year's event can be as interesting as previous years. Mainly, the organisers need to understand that if we want to see brand new automobiles, the only thing we have to do, is just go to their distributors showrooms, and not waste precious display area of this so called "classic car events", in enormous stands paid by the car manufacturers. Even though that there were some 400 cars on display, we were left out of some 275 great cars, many Renaults among them, just because there was not a political arrangement between the Automobile Community and the Jaguar Club directives. This feud is not fair for us, and the general public who are classic car lovers as well.

The Alpine club was present with the best Renault Dinalpin and Alpine that you can find in Mexico. The best examples of the close to 100 points Dinalpin, as the one owned by Alejandro Marin, or the beautiful and fast Alpine fitted with 2 litres engine, like the Juan Antonio Calvillo's, winner of several Vintage Races. Unique pieces, like the R8 Gordini, R5 Turbo or Clio V6, owned by a true Renault connoisseur, Alberto Gironella. The R8S, a 1300 cc engine car, sold in Mexico as the only option as a sports car of the make in those days. We are fortunate to have this extremely well preserved example car, owned by our friend Tomas Marin. This model was launched in France, as an alternative for younger markets that could not afford the legendary R8 Gordini, sharing the 4-headlamp front and redesigned dashboard with rev counter and overall sports looking. Roberto Wolf showed his powerful 1600 cc Gordini engine, Dinalpin A 110 and Carlos Cadena his well preserved 1300cc A110. These are some examples of persons who are devoted to maintain the highest level of quality with their automobiles, not expecting any direct commercial success because of doing so. Pure Renault Passion.



Alberto Gironella amazed us with his unveiling. An 1800cc Alpine, that just finished restoration for the occasion. This is an 1800 cc group IV, 1972 model, looking the same as the one that won the Rally World Championship in 1973. It has a centre-mounted fuel cell, special "Monte Carlo" 5-speed gearbox, and big brakes, among other group IV features. Also we had the opportunity to see the completed restoration of this cute Dauphine, done by our friend and Alpine member, Agustin Sordo (pictured), some years ago and well kept by the present owner. He invested lots of his time, energy, knowledge (and money) into this attractive looking beauty. A "joie de vivre"! As the advertisements of the époque used to say.

In another area of the event, our friend Javier Gonzalez unveiled his nice A110. We used to call this car the "Din-Al-Fin" meaning (in Spanish) the At last! (Or, Finally!), rhyming with Dinalpin. It was in the garage for only (!) three years for the modifications involved. Javier fitted the 2 litre engine with dual Weber carburetors. Now he will have time for finishing up the project. During the process he had time to buy a Dinalpin Cabriolet that at least was prized by his club with a third place in that category. For the Alpine Club, no discussions or doubts aroused, as the members unanimously granted the first prize to Alejandro Marin and Alberto Gironella in the different categories.



CAC Westcoast Weekend

By L.G.H. Sarmanian (from PCN)

Citroën Autoclub Canada hosted an excellent and exciting weekend for all in Vancouver, British Columbia, Canada, June 21-22, 2003. The Canadians always do a splendid job and once again, no one was disappointed!

As many as 57 French and other cars attended the event on Saturday, which started out with a Show and Shine in Ambleside Park in North Vancouver. The Park is on the edge of the water, with wonderful ocean and mountain views. Ambleside park looks back South to the city of Vancouver and Vancouver's crown jewel, Stanley Park.

Marques in attendance were Citroën, Renault, Peugeot, and some non-French cars (namely Bentley, a Jeep Fire Truck, Overland, and Tatra). Friday and Sunday rained harder than one can imagine, even for the Pacific Northwest, but Saturday, the main day of the meet, the weather was warm and sunny! The cars were nicely arranged by make and model on the lawn facing the water. Both participants and passers by took their time to study the cars and engage in conversations on restoration, history, specifications, etc.

The "money out" categories were the event fee (\$10.00 Canadian), a 50%-50% Raffle, and various donated items which were sold. All net proceeds went to the "Seniors Hub" which is a local organization serving the needs of area seniors.

Noted Canadian Automotive Journalist Tony Whitney and the NWCOC President (yours truly) judged the cars present between 2 and 3 pm. The award winners were:

- John McMillian "Best Early 2CV"
- Antionette and Nick Janosy "Best Late 2CV"
- Chris Adshead "Best Traction Avant"
- Chris and Denise Dubuque "Best Late DS"
- Bill Ireland "Best SM"
- William Woodruff's Ami 6 "Best Unique Citroën"
- Leonce LeBlance "Best Renault" (Caravelle) and "Prudential Sussex Realty Peoples Choice Award"



Here are the final results:

Alpine:

1- 1800 cc Alberto Gironella

2- 2000 cc J.A. Calvillo

3- 1600 G Roberto Wolf

Sport Renault.

1- R5 Turbo Alberto Gironella

2- R8 Gordini Alberto Gironella

3- R8S Tomás Marín

Dinalpin A110.

1- Alejandro Marin

2- Carlos Cadena

3- Jorge Escobedo

Congratulations to the owners!

Any comments or questions? DinalpinGT4@hotmail.com





Adam Berry "Best Peugeot" 405 mi16
 David Cohen "Best Unique Pre 1950" (Bentley)
 John Gaughan "Best Unique Post 1950" (Renaultbago)
 Winnebago on Renault Master Chassis

Next was the now infamous *Tour de Montagne* which left Ambleside Park around 4:30 pm. This North Shore Tour showed off some of BC's Natural Beauty, including Lonsdale Quay, Deep Cove, Lynn Canyon Park (and Suspension Bridge), Edgemont Village, Cleveland Dam, and then down to Marine Drive. The route then followed the water's edge and offered opportunities to wander off the main road and explore some of West Vancouver's wonderful little coves and Beaches. Naturally, with Super-Host John MacGregor in the lead, they had such a good time that they arrived 45 minutes late for the dinner!



The dinner was held at The Boathouse on the waterfront in Horseshoe Bay, West Vancouver. The Boathouse Restaurant is located over the water in the heart of Horseshoe Bay and offers spectacular views of the ferry dock and the fjord. The dinner, with attendance in the high 40s, went on well into the night and started to wrap up around 11:00 pm. Our ever hungry and thirsty group kept the staff (and their very small grill) busy!

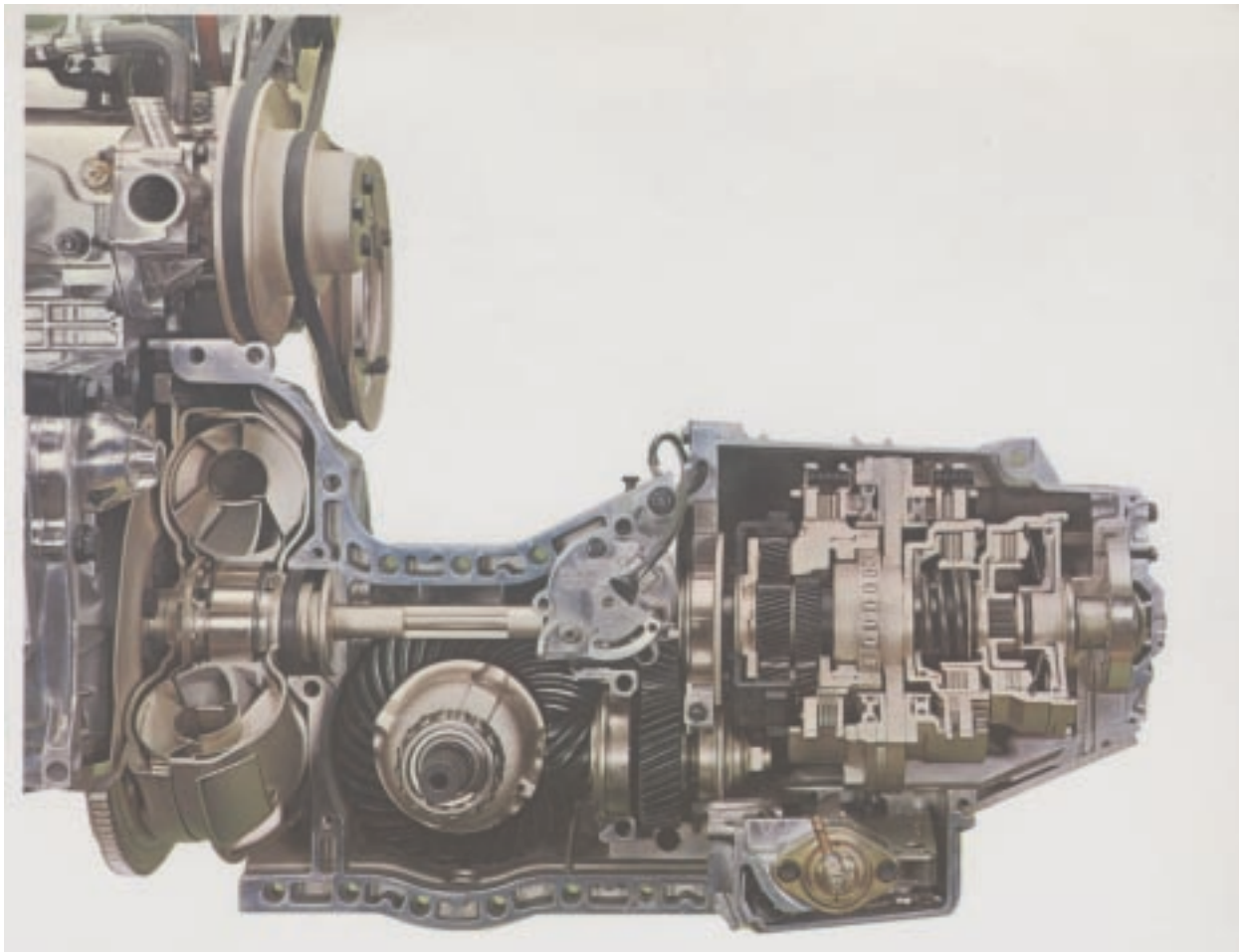
All photos from Bibliopticus Alanskii except above, from author.



Sunday started off bright an early (well, actually slightly overcast) with breakfast at Denny's in time to head out on the *Tour de Mer* at 10:00 am. The *Tour de Mer* headed north along the Sea to Sky Highway up to the Heritage Railway Museum in Squamish B.C. There were two minor automotive casualties on the tour, a misfiring 2CV and a lost fan belt on Moose the Bus. The Railway Museum is home to the World Famous "Royal Hudson" which until recently ran in summer from Vancouver to Squamish, but now awaits restoration (and funds). Most of the group took rides on the scale railway that encircles the Museum and then toured many of the passenger cars on foot. Then it was time for a very late lunch (about 2 pm). On the return route the remnants of the group stopped at Shannon Falls Provincial Park.

Once again the Canadians have produced a fine event and we all look forward to future events in beautiful British Columbia, Canada!





It is not enough that the Renault 16 is a most intelligently conceived car. It is not enough that it offers equal comfort on highways and rough roads, that it provides split-level heating and ventilation and that it is quite as pleasant to drive both in town and country.

It is not enough that the TS version of the Renault 16 is a fast and safe grand tourer (front wheel-drive, 4 wheel independent suspension) or that it offers as standard equipment many features that are still charged as "extra" by other manufacturers.

Its reputation demanded that it should go still further; that it should become automatic.

This automatic gearbox, hydraulically operated with a torque-converter, is a model of sturdiness and precision. Gears change swiftly and smoothly, without any pauses. Men will appreciate it as well as women.

The engine power of the Renault 16 TA has been slightly increased in order to maintain the same performance as the standard Renault 16. In addition, the brakes (discs in front and drums at rear) are now fitted with a "power-brake" device; only a small pressure on the pedal is required to stop.

The Renault 16 TA has two kick-downs: passing becomes a game. The selector is standard: P (parking) R (reverse) N (neutral) A (automatic forward) 2 (1st and 2nd only) 1 (1st only). Built-in stops will prevent anyone from engaging the wrong gear by mistake.

Here is the Renault 16 TA!

Technical Data

Engine:

Cylinder capacity 1,565 c.c. (95.45 cu. in.) — 4 vertical in-line cylinders — Bore 77 mm (3.013") — Stroke 84 mm (3.276") — Overhead valves — 5 main bearing crankshaft — Removable wet cylinder liners — Oil pump — Cooling liquid in closed circuit — Twin-choke Weber carburetor — Manual choke — Power output 80 hp S.A.E. at 5,000 r.p.m. — Torque 93 ft/lb at 3,000 r.p.m. — Compression ratio 8.6:1.

Automatic gearbox:

3 forward ratios and one reverse — hydraulic torque-converter — differential ratio 9 x 34.

Brakes:

Power assisted brakes (discs in front and drums at rear) — Visible level — Pressure equaliser — Mechanical hand brake through cable.

Other equipment and specifications of the Renault 16 TA are similar to the Renault 16 Grand luxe model. Automatic transmission is optional.



Built in Canada

Renault reserves the right to make changes at any time, without notice, in prices, colours, materials, equipment, specifications and models, and to discontinue models.

L'ILLUSTRÉ ALPHABÉTIQUE DE L'AUTOMOBILE
OR, HOW TO MAKE YOUR DRIVING FUN AGAIN.



ASSURANCE DE TRACTION: See the snowy road. It has ice on it. Other cars stall. See the Dauphine sail on freely. Its weight distribution is the secret of the wonderful traction.



BEAUCOUP QUALITY DEALERS: IN THE U.S. OVER 800 AUTHORIZED RENAULT DEALERS. THERE ARE FACTORY-TRAINED MECHANICS AT EVERY ONE. AND A FULL SUPPLY OF PARTS. (A REGULARLY-SCHEDULED AIR-LIFT FROM FRANCE KEEPS THEM SUPPLIED.) IN CANADA, 200 MORE DEALERS.



CALCULATION SIMPLE: 1. The price is \$1645. 2. You get as much as 40 mpg. And 3. you'll have years of trouble free driving. These 3 together can save you hundreds of dollars. Think of what you can do with these savings. Think of the elegant Paris lines. Calculate a little.



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