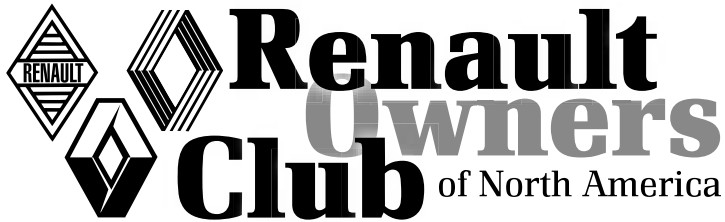


Renault News 72



2nd Quarter 2004

May - June



Photo from Ev & Pauline Kroll

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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 monthly "Marketplace" ads. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. Club publications will closely parallel the collective input of members.

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R5 Turbo Club representative:

Bill Dickinson (818) 981-6595;

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April 2004 New Members

Les Woods, 6920 Prince Georges Ave, Takoma Park, MD 20912 E-mail: fourcv@aol.com
1984 Alliance, 1985 Encore, 1982 LeCar, 1983 LeCar, 1982 Fuego

Andrew Drake, 661 Garden Rd, Columbus, OH 43214 -E-mail: adrake@mail.ru

Steve F. Chichester, 2200 NE 88th Street #19A, Seattle WA; Phone: 206 729 3473
1963 Caravelle S

April 2004 New Online Members

Elad Shraga, 20 River Terrace Apt 25B, New York, NY 10282; E-mail: elad_shraga@yahoo.com

Lesa Yant, 1008 West Wolfe Street, Grand Saline, TX 75140; E-mail: chetsclassics@hotmail.com

Spector, Daniel M.
E-mail: daniel@littleredwagon.com

David Champlin, 25 Via Lucca # J332, Irvine, CA 92612; E-mail: duckyd@mac.com

May 2004 New Members

Mario Velardo, P.O. Box 342, Crotton-on-Hudson, NY 10520; Phone: 914 525 6036
1985 R5 Turbo II

Christopher Brown, 121 Gulf Hill Rd, Cortland, NY 13045; E-mail toaph@toaph.com

Eben Wallace, Jr., 254 Beaver Dam Rd, Scituate, MA 02066; Phone: (H) 781 545 2654, (W) 617 268 3100

Wally Egger, c/o Rainbow Racing, 814 W. Rosewood Ave, Spokane, WA 99208; Phone: (H) 509466 8828, (W) 800 962 1011
1963 Caravelle S

Albbert W. Smith, 129 Cassandra Pl, San Ramon, CA 94538; Phone: 925 829 1379; E-mail: gr8grandpa@sbcglobal.net
1966 Caravelle S

David Drayer, 325 Market St, Bangor, PA 18013; E-mail: bngrpl@epix.net
1987 GTA, 1987 GTA

May 2004 New Online Members

Lang, Ruth
E-mail: merouby4@yahoo.co.uk

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Williams, Joe, 3560 Broadway #519, Kansas City, MO 64111, E-mail: accent9@hotmail.com

Cardani, Brent S. PMB 392 12745 S. Saginaw St., Suite 806, Grand Blanc, MI 48439
E-mail: bcardani@dexmlc.com

Zaring, Michael, 1027 Avenue E, Galveston, TX 77550, E-mail: zaring612@sbcglobal.net

June 2004 New Members

Eric Ramey, 102 South 21st St, New Castle, IN, 47362; Phone: (W) 765 521 2944; E-mail: hoosier911@yahoo.com
1981 LeCar, 1982 LeCar, 1971 R16, 1988 Medallion wagon, 1988 Medallion sedan

Joel Drees, 350 Winnebago St, Apt. 304, North Fond du Lac, WI, 54937; Phone: 920 923 1439
1962 4CV Gordini

June 2004 New Online Members

Krantz, Robert, 16615 Cottage Rose Trail, Cypress, TX 77429, E-mail: bskrantz@earthlink.net

January 2004

The following information January - March contains updates and corrections indicated in **bold** type.

Beverly MacAfee, 490 Mundis Mill Rd, York, PA 17402; Phone: 717 840 4352
1970 R10, 1982 R5, 1984 Encore, 1986 Alliance

Jeff McNary, 8714 East Nicaragua Dr, Tucson, AZ 85730; Phone: 520 298 4243

Terry Parr, **19310** Jack Taylor Rd, Livingston, LA 70754; Phone: 225 485 3858; E-mail: trp622@hotmail.com
1974 15TL, 1978 15 GTL, 1991 R25 TXI, 1989 R25 V-6, 1987 GTA V-6 Alpine

Terry Parr P4+W Engineers, 19310 Jack Taylor Rd, Livingston, LA 70754; Phone: 225 485 3858; E-mail: trp622@hotmail.com

David E. Nickolauson, 6641 Chippewa Dr, Bonners Ferry, ID, 83805-7518; Phone: 208 267 7657
1967 Caravelle

Steven Deness, 3217 Vincent Rd, West Palm Beach, FL 33405; E-mail: edenessteven@aol.com
1984 R5 Turbo II

Robert Boulet, 2980 Delfosse St, Montréal Québec, H1Y 1B8 Canada; Phone: 514 374 6387; E-mail: rboulet@westcliff.ca

John and **Daina** Mautz, 23942 Porters Creek Ln, Saint Michaels, MD, 21663; **Phone (H) 410 745 3086; (W) 410 822 6696; E-mail: jmautz@goeaston.net**
1954 4CV Jolly (Ghia)

Antony Louies, Raidevin, St. Frambault, 61350, France; Phone: 00 44 2 33 30 18 13
1978 R17TS

Antony Louies, c/o A. Louies, 70373 Orion Rd, Twentynine Palms, CA 92277

February 2004

Ronald A. Tilley, 5109 Whitcomb Dr, Madison, WI 53711-2636; Phone: 608 273 1244; E-mail: sandyktilley@yahoo.com
1957 4CV

Dan Barton, 1823 E. Fourth St, Dayton, OH 45403; Phone: (W) 937 781 9750
1967 Caravelle

Joe English c/o Group 2 Motorsports, Inc, 4442-B 27th Ave W, Seattle, WA 98199; Phone: 206 378 0900; E-mail: joe@group2inc.com

Joseph H. Boutin, 1 Daniels Rd, Hudson, MA, 01749-3137; Phone: 978 562 5889; E-mail: jboutin914@earthlink.net
1985 Alliance

March 2004

Mark Rush, 3871 Madeira Way, Livermore, CA 94550; Phone: 925 447 8489; E-mail: mrush1960@yahoo.com
1973 R17

John Mullins, 967 Pennsylvania Ave, Harrisburg, PA, 17112; E-mail: dewcrew11@aol.com
1987 Alliance GTA, 1986 Encore

Dan Rhodes, 1228 Frankford Ave, Philadelphia, PA 19125
1963 R8, 1971 R12, 1971 R12 wagon, 1982 LeCar, 1983 R18i

Todd Daniel, 324 East Sixth St, Red Hill, PA 18076; Phone: 215 541 0282; E-mail: tkane@netcarrier.com
1954 4CV "Rogue"

Rodrick Safarian, 610 Orange Grove Blvd. #6, Pasadena, CA 91105; E-mail: actna@earthlink.net
1982 R5 Turbo, 1986 R5 Turbo II



Antony Louies' 1978 R17TS

NWCOC May Meet 2004 Auction Results

From PCN, Photos by John MacGregor

Each year, the NWCOC (Northwest Citroën Owners Club) holds an auction during the "May Meet." The club uses the auction proceeds to fund the club treasury. The money goes to produce the newsletter or to fund special events. The way the auction works is this; club members and local businesses are requested to donate goods and/or services to the NWCOC. Examples might be old car parts laying around the garage, gift certificates for local restaurants, brochures, books, tools, etc. May Meet attendees can then "bid" for these items using silent auction sign-up sheets.

This year, the club took in a total of \$398.75 from the silent auction. Not bad, but about half of normal NWCOC auction proceeds. Perhaps better organization on the club's part would have brought in more donations. The top 5 donors receive a free year's subscription to PCN. Thanks.

Honorable mention: This year's most interesting donation was a complete and running Renault R5 LeCar, donated by Joel and Marilyn Nemerever, from Mercer Island, WA. Oddly enough, it was nearly the end of the day and the R5 had no bids at all. Finally, at the urging of several spectators, ex-NWCOC president Pam Felt was "persuaded" to make a \$15 bid. Maybe egging-on is a better term than urging. So, you guessed it - Pam got to drive home in her new \$15 Renault!

It is too bad that the R5 did not bring in more money for the club, but nevertheless it was a lot of fun listening to the comments ("...but where would I park it..."). Thanks to the Nemerevers for generously donating their Renault. The Nemerevers would also probably like to thank Pam for making it so they did not have to return home with the R5!



Southwest Unique Little Car Show

May 8, 2004

By Kurt Triffet

This is always the favorite Spring show for those of us in Southern California. Sponsored by the (Nash) Metropolitan Club of California, this event was open to all small cars, drawing, besides the many Nash Metros, Renault (of course), Citroen, Crosley, Honda (600's), Subaru 360's, Austin, a pristine NSU, a Playboy (one of 97 built), some BMW Isetta's, an East German Wartburg, and a couple Amphicars and others. Vintage novelty mini cars were also present (and scooting all over the grounds)

Club member Joe Hernandez suggested that we meet at a local café before the show, so Joe, myself, Jacques Lynn, Clancy Menzel and Jim Miller (who brought his fine '71 R-10) all came from our various home locations throughout the Southland to meet for breakfast. Jim brought a couple car enthusiast friends, Guy and Jim who joined us as well.

After a pretty decent breakfast, we headed to the show to set up. Joe's '67 Caravelle was looking good as always, and Clancy trailed in his mint '58 4CV. The rest of the Renault



Photos by Kurt Triffet and Bibliopticus Alanskii.



contingency was made up of Jacques and his modified '61 4CV, "Butterpat", intrepid club treasurer Dene Barrett, newsletter guru Allan Meyer, and Michael Malamut who brought a mint '55 4CV that he purchased recently while attending Retromobile in Paris (arrived at port here in the US two days earlier!). He also brought (from that same shipment) a gorgeous early 60's VW camper bus (Combi) with matching camper trailer. He told us that he has a car museum, Autoland in Sherman Oaks, CA with over 65 vintage cars available for viewing (can't wait to see).

What makes this show great is the diversity and rarity of the cars shown. Not particularly expensive cars (and many are daily drivers), but ones you never seen at most shows. Howard Singer (founder of our club) showed up with a Briggs & Stratton powered mini Metro. Pretty darn cute.

The 2004 Microcar & Minicar Club national meet (listed on our event page) will be held at this same venue August 7th. I look forward to bringing my Caravelle to this one!



French and Italian Car Show in North Vancouver

by Chris Adshead, photos by author and John MacGregor

The annual Italian Car Show is held at Lonsdale Quay in North Vancouver BC. This year's event was a combined French and Italian Car show and rated the best yet by several people I spoke to at the event.

It was a glorious sunny day, and the field, which overlooks the harbour and City of Vancouver, was filled with fantastic exotic & beautiful cars. (Then there were the Italian Cars.....just kidding Giuseppe!).

Cars ranged from Fiat 500's, a Multipla, Arbarth's, Fiats, Lancia's and all manner of fast "low to the ground two seater cars" which probably cost more than some peoples homes. It was an amazing display with the French and Italian cars sharing a massive open space. Like all car people, the owners mixed and mingled and shared stories. There was also a large turn out of Italian Scooters and Motorcycles. My favourite was a Vespa decked out with all the correct period chrome mirrors and spot-lights; it was a 1960's Mod showpiece.

The French cars included a Rico 2CV van which is for sale, an Ami, lots of well maintained DS models, one lonely Traction Avant, several 2CV's, a mini Bugatti, plus lots of great Renaults and Peugeots.

In addition to "our" show the Oldsmobile owners had a display of Old' which ranged from some great Pre WW2 models thro' the fins of the 1950's to the muscle cars of the 60's and 70's.

So in summary a great event, looking forward to next year!



Renault R8 (above) owned/restored by Paul Silva who also does custom electronic ignition on his car and other makes. Leonce LeBlanc's Caravelle (below).



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Friendship Day Car Show

From PCN, photos by Bibliopticus Alanskii

The Friendship Day Car show is held annually at Foothill College in Los Altos, CA. A big change from last year's show is that for 2004, a much larger parking area was provided and easily filled in. This is a half-day, multi-make and multi-club event with an amazing array of cars from a monocoque Lancia to Lincoln Zephyr to Cadillac resort bus to the mandatory Peel Trident.

Local French machines included Larry Dwyer's R5 LeCar and Mike Keenly's Renault Sport Spider. Citroëns represented D series, 2 CV, Hoffmann, Trihawk, Véhicule H, Traction and CX. Our impression was confirmed by long time attendees of this event- that some cars shown here are seen at no other events. Well worth attending.

More Sport Spider photos on page 12



L'Atelier Doisneau

By Marvin McFalls

After a very exciting day in Paris our final destination was the Champs-Elysees. Our destination was L'Atelier Renault or Renault Workshop. It is called L'Atelier because for more 70 years Renault has been at this same location. Originally it was a Renault Showroom, later it became a Museum and today it is a combination theme restaurant and gallery. Usually the art on display is in the form of Automobiles, however on this occasion the photographic works of Robert Doisneau were on display. Doisneau worked for Renault from 1934 to 1939, and went on to a successful career as a photographic artist.

As we entered the showroom we were treated to Renaults latest concept car, named simply 'Wind'. It features a very sleek design with headlight somewhat reminiscent of the Nissan 350Z. After drooling over and taking a few photos of the convertible we moved over to the information desk. Jean-Jacques checked on our dinner reservation and then he introduced us as Renault enthusiasts from America. We had a nice conversation with two employees and they gave us a few souvenirs to take home, so I gave them the latest copy of the Renault News and an application for membership.

Next we checked out the other cars on display. The first car was a 1947 4cv but at closer look it appeared that it might actually be a prototype because there were some subtle differences between it and all the other 4cvs I have seen. The next two cars on display were pre-war models fitting in with the Doisneau theme. There were also hundreds of photos. Along with photos of cars he also took many photos of the workers and even the factory. It was a very impressive collection. While art is by no means my forte, I have always enjoyed Doisneau's work.

After satisfying our taste for art, we moved up stairs to tryout the cuisine. We enjoyed a wonderful dinner and conversed for quite a while. As it was getting late and I had now been awake for the better part of thirty-six hours we decided to call it an evening. L'Atelier is a great experience, they change the displays in the showroom three or four times a year, I highly recommend you visit while in Paris. The food is good and reasonably priced for the Champs-Elysees. Learn more at: www.atelier-renault.com



RetroMobile 2004

By Marvin McFalls

While Brent, Jonathan, and I visited many sights on our recent trip to Paris, the main attraction was RetroMobile. As like most of our trip, we were led by our wonderful hosts and guides Jean-Jacques and Claude Campas. For those who aren't familiar with RetroMobile it is the largest classic car show in France. More than 100,000 people attend each year and let me tell you we went on what was probably the busy day of the entire event. The event opens to the public on Friday afternoon, but to cover the entire venue it takes a full day. So we went on the first Saturday of this year's show.

The show began at 10AM, and we were there along with several hundred other anxious car enthusiasts when the doors opened. This year's event featured a desert theme, and I must give Citroën their due. They had numerous military vehicles as well as all the 2CV 4X4 derivatives including the Sahara, Méhari, and even the Visa. Peugeot also participated in the theme, with a 405 Rally car, as well as Panhard with an earlier model in a similar pose. In my eye Talbot took the prize by placing a fake rattlesnake on the hood of a dusty car that looked like it was on safari.

Renault on the other hand didn't participate in the desert theme. Their display included the 4CV based Vernet-Pairard Coupe that was featured in a recent issue of the Renault News, as well as a 1932 Reinastella and a 1920s custom coach that had been used by a hotel probably to pick up guest from the train station. Finally they featured a 24th century space ship that was originally used in a promotional video from more than a decade ago. It too had the name Reinastella linking it with the classic version. While Renault had the largest display area of any manufacturer, their display could have featured more cars, as it was the only place at RetroMobile where you could stand without bumping into other spectators.

As we traveled through the various exhibits we found many more Renaults including a beautiful 1500cc R8 Gordini, 1600cc A110, and even a 1902 Renault racer. However, probably the best collection of cars would have to go to Peugeot. They had more than a dozen cars lined up featuring almost every model built between the 1930's and 1960's.



I believe it was unanimous between the three Americans; the Peugeots with the headlights in the grille are our favorite models.

Also on display were several Bugattis. Simca also had a nice showing with a 1000 and an Aronde that was recently featured in Gazoline. As well as Delahaye, Delage, Facel Vega, and even Hispano-Suiza. To my knowledge nearly every French manufacturer was on display, and a few that we hadn't heard of.

Besides all the great French cars, there were many great Italian cars especially from Alfa Romeo, and Ferrari. Mercedes Benz and BMW were not going to be out done by their rivals from the south. Even Japan made a bit of a splash as Honda had an excellent display including the CVCC, a beautiful S800 convertible, and the motorcycle that changed the world. America also made a few ripples; mainly from two Cadillac's on display. One was from the early days and it actually featured a one cylinder engine, and the other was possibly the biggest of them all a pre-gas crisis Coupe DeVille Convertible. Also on display from the USA was a vintage Ford Mustang.

Of course if more than 300 classic cars didn't interest you; there were hundreds of vendors selling parts, literature, die-casts, t-shirts, and other memorabilia. Between the three of us, we must have bought \$300-400 in parts, and a couple hundred more in other souvenirs. I believe Brent nearly bought out one vendor's die-cast collection of Renaults. Needless to say I also went on a bit of spree mainly buying books, magazines, brochures, and a few other trinkets. Even



Claude got in the act buying a model of a Dodge Challenger R/T, his favorite American Muscle Car, and Jean-Jacques was tempted to buy an Avantage die cast, but they only had it available in a terrible shade of green. Besides, I believe he is more interested in buying the full-scale version.

Before we knew it was nearly 7PM and RetroMobile was closing. Probably a good thing as we were getting tired and hungry. It had been one incredible day. I believe that I had seen more top-quality, classic French cars in that one day than I had ever seen in my entire life. If you ever have

the chance to travel to Paris I do recommend you go during RetroMobile. Besides being the cheapest time to travel you will be hard pressed to find a better collection of French cars unless you go to Manoir de l'Automobiles in Western France or if you visit the Renault History Department which is now located in Flins. But we will save those stories for another day.



Renault News Color Galleries

RetroMobile Pictures



**A Meeting With Renault
Page 15**



Friendship Day Car Show - Page 7



**DriveSheSaid
Page 22**



Above, Robert Opron is presented with a paper model of one of his designs, a Citroën SM.

Below, Mr. Opron with his niece Cécile (center) and grand-niece Nastasia. Photos from Biblioticus Alanskii.



Manoir de l'Automobile page 20.



Renault Club San Bernardino

Ev & Pauline Kroll (Hemet, CA) write:

In 1994 we sold a restored 1961 Dauphine and 8 boxes of parts to Ryan Watkins. We kept in touch with him until 1997 when we mailed him some 35mm slides of Renaults taken at rallies when we belonged to a Renault club in San Bernardino. We owned '57, '58, and '60 Renaults. Our mail was returned "not at this address..."

Webmaster Kurt Triffet has digitized these images for our edification and enjoyment.



Meeting with Renault

By Marvin McFalls

Late last year I received an invitation from Renault's Histoire and Collection. They were inviting our club to visit RetroMobile and have a dialogue and learn more about our club. We then discussed the possibility of attending RetroMobile while we were out in California for our annual Best of France and Italy meet. There was ample interest among the members in attendance so I filled out the paperwork the History Department had sent me and forwarded it to my friends Claude and Jean-Jacques Campas. They translated the information into French and forwarded it along to Renault, they even graciously volunteered to be our hosts and guides for the event. So with all these major obstacles out of our way, there were no excuses not to proceed with the trip.

After announcing the event to the membership, I quickly signed up Brent Bartley and Jonathan Burnette to join me. While I heard from several other members it turned out that in the end it would only be the three of us traveling from the United States. By the week before we were supposed to leave I still hadn't heard anything back from the History Department, and I began to wonder what type of reception if any we would receive. Two days before we left the call came to confirm our reservation, now all the pieces were in place. Brent and I traveled together flying out of Cincinnati, while Jonathan had flown in several days early from Houston.

We were all reunited outside the Renault display in the center of RetroMobile. As Jean-Jacques introduced us to the young lady behind the counter, I soon discovered this had been the same person who had called me earlier in the week. We were quickly surrounded by two other ladies who also worked for the History Department, and then we were introduced to Christian Schmalz, the Chief of Services, of Histoire and Collection. He invited us back into a room where we offered snacks and beverages. We were soon introduced to two other executives from Renault. One was an engineer and the other was in Marketing.

We began to talk about Renault, and Mr. Schmalz described what has to be one of the largest and most impressive collections of automobiles in the world. Renault currently has more than 600 vehicles and the majority of them are in running condition. The collection also includes more than 50 race cars from more than 100 years of racing tradition. It turns out the collection was moved from Île Seguin to Flins factory in 2003. Flins is approximately sixty miles west of Paris. Along with all the cars is a staff of mechanics who work to keep the collection in top shape as well as do restorations.

Soon the conversation turned as they had many questions for us. I brought out several back issues of the Renault News to help illustrate our club and our members. At about this time one of the ladies came in and talked to Mr. Schmalz. He excused himself and soon returned with Renault's second in command. We were introduced to Thierry Moulouguet, Executive Vice President and Chief Financial Officer. After pleasantries were exchanged we continued



Also see photo page 12.

our discussion by this time Jean-Jacques and Jonathan had also pulled out pictures and began showing them to our hosts. I began to talk with Mr. Moulouguet and showed him the old issues of the Renault News. At that point Mr. Schmalz asked me how Renault owners were perceived in United States. I told him we were by no means considered normal. However I mentioned that since Renault isn't the only automaker that doesn't sell cars in the U.S. we had a bit of a support group with many of the other orphans.

We continued to talk more as everyone became more comfortable, relaying many stories, and having many laughs. Mr. Moulouguet told a story about a Corvette that he had owned for many years being accidentally burned down along with his garage by his gardener. Jean-Jacques told the story of his visit to the Renault Farm and meeting Sam the Mechanic. Claude even relayed a story about me and my Fuego Turbo. Everyone got a good laugh out of that one. The conversation soon turned more serious as Mr. Moulouguet told me that I would probably have a long beard before Renault would return to the U.S.

We continued to talk for several more minutes, and then Mr. Schmalz invited us to visit the Renault collection in Flins next time we visited France and bring more of our members with us. I quickly accepted the generous offer, and thanked him for having us. We then went out and enjoyed RetroMobile, but we returned to the Renault exhibit at the end of the day. We were surprised when we returned that our new friends had gifts for us. These were not your everyday car show booth brochures. Each of us received two books as well as prints of one of the cars featured in their exhibit. Before we left we had to take a few pictures in front of the Renault Display, and I even convinced one of the ladies to have a picture taken with me. It had been a very exciting day.

After the event Jonathan mentioned to me next time he, Brent, and myself get together we need to take picture with all of us wearing long fake beards and send it to the Vice-President, maybe that will speed up Renaults return. While it may be a while before Renault returns to the U.S., we plan to continue to develop our relationship with History Department and other areas of the organization. As our club continues to grow and flourish, we show Renault there is definitely a market for them here. I hope that many more of you will join us on our visit to Flins. We haven't decided when we will make the trip, but we will try to center it on a major event like the Paris Auto Show or the Grand Prix of France. We will try to give everyone ample notice as this is a once in a lifetime opportunity and I wouldn't want anyone to miss out due to scheduling conflicts.

A Green Fast Car

By Francisco Miranda

Two years ago at the first Classic Motor Show, Pepe Siatos, a Renault Sport legend here in Mexico, approached me. He offered me a 1962 Dauphine Gordini 1091A that was meant to be a racecar and the previous owner had already built the roll cage. It had many new parts like 3 doors (the driver's was lost), all four fenders, the hood and assorted little pieces, like the taillights, some rubbers, etc. The previous owner was a race driver that passed away and the project car was put aside. Pepe got a hold of the car and was selling it. At the time, I had the idea of making a racecar myself, so I decided to buy it. There was no engine or gearbox, though.

The body itself was in very reasonable shape without any evident rust or accident of its "previous" life as a family car. The car was located in Puebla, where Pepe lives. The recommendation of buying it, coming from Pepe, meant it was a good piece to acquire. A couple of weeks later, a deal was settled and money was transferred. I went over to see the car and talk with the mechanic, who was supposed to assemble the bulk of the car, so I could bring it over to Mexico City. After about a year of deciding if I wanted to restore the car and then what engine configuration I started gathering the parts needed like the 2-liter engine that was decided would be fitted, better than a modified 1400cc Sierra engine. I was lucky that a friend, Alfredo Barrera owner of Motorcar Barrera a Renault parts shop, had one good engine from a Renault R18-GTX in great shape, along with the manifolds, carburetor, distributor, etc. Miguel Cacheux had many parts from his R8-R10 "private junk" as he refers to the cars he buys to save another one in his restorations, so the basic vital parts were obtained. I also had stored some Dauphine parts from my previous projects and that made our life (and wallet) easier.

I wanted to use the instruments of the R8 "S" fitted, in order to have the tachometer and a more precise speedometer, dialing 160 Km/hr (approximately 100 mph), but trying to keep the Dauphine looks. As the original plastic hood of the instrument panel is a bit smaller and could not take the rev counter and the speedometer side by side, a new plastic part was made following the original design, thanks to Cacheux's dedication for details, it looks quite nice. When the car was ready for paint, my wife, the artist of the house,



chose the colors; C9 (blue) and C10 (green) out of the R.1091 P.R. 643 3rd edition.

Originally Miguel had an idea of having the car ready in about six months time, but as the daily work was a bit slow at his garage, it meant he could have more hands working and the car was ready in about 3-4 months time. So fast it was that Tomas Marin, my friend who was going to be responsible for the mechanical works, was not ready yet to receive the car for lack of space at his place. We are talking October 2002 by now, and Miguel Cacheux preferred I stored the car at my place, preventing it from damage at his place. At this moment, I wanted the car to be ready immediately, as it looked so beautifully put together. Unfortunately only the wheels with the basic parts were mounted to facilitate transportation.

By mid November Tomas was ready to take the car. Fernando Roldan kindly helped me to tow the car with his trailer and huge GMC Suburban. At this point, more parts and money were needed. I asked Tomas to speak to Alfredo in Morelia and also with our good friend Sergio Nicolai, who owns Renolandia our "life support of old Renault parts" here in Mexico City, we managed to get most of the parts needed for the moment.

Tomas decided to work the car at Agustin Sordo's garage to have more freedom for working, and it was great, because Agustin is such a rear engine' Renault living encyclopedia, that his input throughout the whole project was invaluable. Larger brakes would be needed for stopping the car with a big engine, so VW Golf front discs and calipers were fitted and for the rear brakes, they used the front R8 calipers. This meant that we no longer would have a hand-brake, as the front calipers do not provide the necessary function (Any ideas?). A duel master cylinder from the R18 was also installed.

The idea for the cooling system was taken from my other Dauphine, and if Tomas found a way to make it work with the 1300cc modified engine, it surely would work on the standard 2-liter. And it does work, as the temperature does not go beyond the 85° C (185° F) and we drove the car quite fast.

For the electrical system, new wiring and a Bosch high revolution alternator were installed. All of the dashboard indicators needed a new design, as they were non-existent on the Dauphine. Another electrical modification, is the electronic ignition system, as it could not use an R18 system because of the computer needed to drive it, so he fitted the





VW's system being easier to adapt. One of the trickiest parts for Tomas to work on was the steering box fitting. As the car has an R8 cross member fitted, the height of the box was difficult to determine, because of the car body itself, as well as the mechanical fit with the cross member. He was lucky to solder the fittings right at the first attempt. Another "tricky" situation came with the brakes. After installing a brand new master cylinder, the brakes were not working properly, so he had to practically disassemble the whole brake system only to find out he had a defective master cylinder!

They found out when the car was ready to start rolling, and this happened when it was needed to install a new exhaust system. As it was extremely noisy without it. I had to ask again Fernando to help me tow the car to the garage where the job was going to be carried out. We left the car there and next day, on the way back, Agustin was driving by the top of a bridge and the car locked the front wheels and couldn't be moved. The reason? The master cylinder decided to give in. And this had to happen at noon when traffic is at its peak. As Tomas was driving behind him, the two of them relieved the pressure by bleeding the brake lines right there in the middle of traffic; and all in record time!

The gearbox and the fuel tank comes from an R8 and were overhauled. Eventually I think we will have to find a 5-speed gearbox, as this one is very limited for this engine. Tomas decided to install the fuel tank where the R8 has it, and not at the boot, leaving room for the spare 13" tire and a little storage space. The engine had a minor overhaul (crankshaft, new valves, liners, rectified valve seats) and for now will not be upgraded. We are using the factory installed Solex 32/32, 2-barrel carburetor with the standard, again factory, camshaft. Eventually, if the need should arise, we'll replace these for the usual duel 40 side draft Webers and a hotter camshaft.

One of my few requirements was to keep the noise level of the car low. The exhaust has a modified silencer designed by Mr. Jose Maqueo, another Renault connoisseur specialized in exhaust systems for many years already; the system had to be modified otherwise the original system could face forward of the vehicle. He calls it something like "low restriction silencer". I have not measured the noise level yet, but it makes a nice unobtrusive low frequency tone noise. The Dauphine Gordini emblems came from Jacques Lynn in California, and I am so happy he had this design, as it is very unusual here in Mexico. Also from Jacques came the Gordini badge or radio cover for the dashboard and the mirrors.

After 11 months of work, I got the car home and I drove it for five days. The results were most gratifying. This is the first time that I received a car out of a restoration or modification project and I didn't have to go running back to the garage with a thousand problems found and wait for another three months for it to be ready again (spending lots of money as well). Of course there is still minor work to be done, but nothing that would leave you standing in the middle of the road. This speaks of the good professional job Tomas has done; watching over the details that at the end makes the whole project worthwhile.

The car had to go back to Miguel's garage for minor paint and body works, as a result of the modifications done and the still needed, like the fenders, that had to be widened for the tires to freely move with the suspension action. I got the car shining bright and something else came up. The rear trailing arms were too close to the car floor, so Tomas had to install a bigger fitting to let the swinging action freely move.

The last date of the 2003 Vintage Serial took place on the 21st of November, and it was on the newly upgraded Hermanos Rodriguez racetrack, where the Cart races took place. They opened with a Fast Touring and many cars were registered (mostly Porsches). So we were ready to participate with all the security measures covered. It was a joy to drive it! It handles real smooth and the stability is also very good. The engine is real fast and we were doing 170 km/hr easily. Fernando Roldan was driving with me and I was taking full advantage of his driving lessons. After some laps, we switched the driver position, as I wanted to hear his comments, as he is a very good pilot and Renault lover. Everything worked quite great!

But... after all the excitement at the track first gear was very difficult to engage and second made a loud noise. First, Tomas thought it was only a clutch adjustment, but it seems now that the synchronizer is broken. We have found a gearbox that seems to be in good condition so we are waiting to check which one is in better condition or the gear relationship with a longer final drive. As he has to uninstall the power train, we will take the opportunity and change the rear cross member and install the one Alpine used with double shock absorbers to make the car stiffer. Also the front shock absorbers have to be gas injected for the same purpose. After this, it seems the car will be ready to be enjoyed.

Any comments? DinalpinGT4@hotmail.com



Classic Car Show

Story and photos By Dogan Karaosman

The idea had been germinating in the back of my mind for some time to return to England, but a death in the family prevented us from going over in the summer. At about this time, I came across a line in Renotes, the UK Renault Club Magazine. In the events section there was mention about a classic car show on November 8th and 9th at the National Exhibition Center, Birmingham, England. Naturally my wife was all for the idea and plans were placed in motion.

After an uneventful flight we arrived at a sunny London! Now, that in itself is unusual enough, but to find such mild weather in November was a pleasant surprise. In fact, packing many warm clothes made our luggage needlessly heavy. The sun shone most of the time and it only rained a few times. After completing our normal pilgrimage to London, we then took the train to Birmingham. The National Exhibition Center is one stop before the town and all trains stop there. Very convenient! We stayed at the Holiday Inn in Birmingham itself.

To get to the exhibition from the railway station we had to walk what felt like miles of corridors. Once we finally arrived at the show proper, the crowd was enormous. So much so it was difficult to snap photos of the cars. We had to choose our time when the crush thinned out, to back away and snap the picture before anyone else got in the way. In many cases it was impossible to get the whole car in the frame. What was needed was a special wide angle lens, which my unusual camera did not have. However, in the end all the pictures came out pretty well as you will see.

Here I think some explanation is in order. Unfortunately my love of cars does not cover the whole spectrum. I detest some new models. The so called modern look just leaves me cold. I do admit to liking older, especially pre-war models, particularly sports cars. What struck me at this show was the scarcity of these sort of cars. No early Bentleys, Lagondas, Alfa Romeos, Maseratis, Hispano Suiza, also no US models like Cord, Duesenberg, Packard, etc. Oh there were plenty of more modern types but at a classic show I was expecting more of the real classics. Still, I suppose one has to go to those classic auctions to see some real stuff, in fact not too many museum have them either. You have to find collectors to see many of these cars. I was able to see a Hispano Suiza collection like that in Geneva Switzerland. The whole place was dedicated to the one make, but one has to be at the right place at the right time.

Before we digress even further from the subject, I must try to describe the show in some detail. The crowds I mentioned before. The place was really packed and it got even worse as the day progressed. Walking became a chore, so that we became more and more tired as time went on. There were plenty of one make stands, even where you could buy the cars on display. Other stands were designed for the enthusiast, where you could buy spare parts or obtain information. Accessory sellers had hot rod stuff, spoilers, wings, and anything you could think of could be found there, as well as a collection of Corvettes and Mustangs in various types of bodywork. The exotics were rather rare on the grounds.

Another slight disappointment was at the Renault stand. I was expecting to see some of the Old "Stella" series of the thirties that one used to see at the Renault showrooms on the Champs Elysées in Paris. It could be that such cars are rather rare in England, but surely some could have been brought in from France. With the "Chunnel" distance is no great deterrent anymore. The Renault Stand had a very nice red Fuego and a R18, with an R5 lurking in the service section. However they were overshadowed by the next door Citroën stand, which had a good selection of the Traction models including the rare pre-war convertibles. This model happens to be one of my favorites.

What else was there? Well to begin with, there was a nice Buick 8 convertible, as well as polished aluminum Al-lard J2R from the early fifties. Another one of my favorites was a particularly nice looking Alvis Speed 20 open tourer. I used to own a similar but closed model many years ago. Last but not least was a Riley sports model. Behind it was a Riley like the very type I used to own in my university days. There were many others but I think the pictures will give you a general idea.

The Fuego mentioned above reminded me that its shape, along with my own Green Turbo model, looks surprisingly modern even though the design is over twenty years old. In Turkey there are about fifty Fuegos still attracting attention on the streets. This must be what is called a timeless design. Their handling may be somewhat dated today, but they still please their owners. The world marches on by some of us anachronistic types wonder why some of the cars we used to like have disappeared from the streets. In the whole month we spent in England I saw only one R11. Luckily back in Turkey we still see R9, R11, R12, R19, and R21 as well as Fuego regularly.

In the U.S. you fellows are luckier than us. You had a lot of convertibles, automatics, and two-door models. We generally only received the base models here. Can't have everything can we? To make up for this lack of models in the past we now have our own Renault factory churning out exclusive models like Clio Symbol sedan and Mégane Sedan. These cars are not made anywhere else. In fact, Renault is now number one in the industry of locally manufactured vehicles.



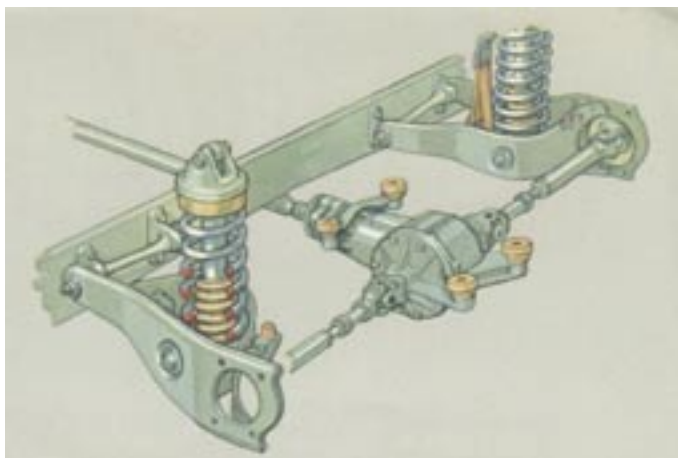
The Forgotten Renault

By Marvin McFalls, Images from Alvin Whitford and Renault

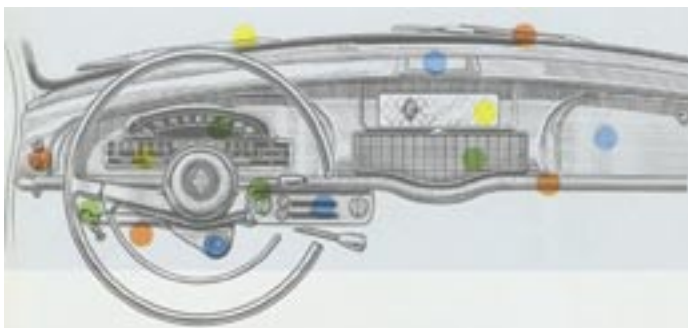
Over the years Renault has built many models that could fall under the title 'Forgotten' however I believe the car that would best fit this description is the Frégate. This was Renault's second new car following the war and it was nothing like its first the 4CV. It was a fairly larger car with a comparatively huge two litre engine with the engine in the front with rear wheel drive similar to an American car or a comparable Peugeot.

The Frégate was imported and sold here in the U.S. Needless to say the car wasn't very successful and would be the last front-engine, rear wheel drive model from Renault. While I have been familiar with this car for years, and recently did a story on the Domaine, the more popular station wagon version, I wasn't aware that there were any Frégates left in the United States. That is until I heard from club member, Alvin Whitford. Alvin sent in some pictures of his nicely restored 1955 Frégate.

I hope everyone enjoys the photos and maybe we will get to see Alvin's beauty up close at a future meet.



Renault Frégate independent rear suspension, above.
Frégate dash, below.
Lower right, the "Transfluide" automated clutch. The torque converter portion of the system is shown.



Manoir de l'Automobiles

By Marvin McFalls

After enjoying Retromobile we woke up early the next morning to catch the TGV to Rennes. Jean-Jacques and Claude arrived at our hotel early that morning and we drove down near the train station. After a short wait, we caught the first high speed train of the day. It is more than 200 miles from Paris to Rennes. The first half of the trip between Paris and LeMans the train reached speeds of nearly 200 mph. The remainder of the trip was at approximately 110-120mph. Overall, the whole trip took less than two hours. We then went to the Avis car rental to pick up our rental car to travel the remaining thirty miles or so to Loheac. We had requested a Renault Vel Satis but they couldn't promise us the car because it was Sunday. We were extremely disappointed with the car we were given. It was an A4 Audi diesel. If it had been anyone larger than Brent, Jonathan, and me we may not have all been able to fit in the car. Our frustrations were compounded when we found out they had charged us for the top of the line model we had ordered. Needless to say Avis will not receive any business from me in the future.

Once we were on our way to the museum we put our transportation problems behind us. We arrived at the Manor mid-morning and we were able to check out the pre-war models, an awesome collection of Alpines, Renaults, and other French cars that had competed at LeMans, as well as the outlawed Group B rally cars from the '80s. We ended up the morning by watching an entertaining movie about the Group B cars including the R5 Turbo, Audi Quattro, Peugeot 205 T16, and the other legendary rally cars. Following the movie the Museum closed for lunch and we drove back down to the village of Loheac. It turned out everything was closed except for one restaurant so we had to wait about a half-hour to eat so we walked through the village. It turned out that lunch was well worth the wait. The restaurant featured Crapes which are thin pancakes with meat, egg, cheese, fruit, chocolate, etc. in the middle. This is a tradition food in Western France and was very good. We had two the first was the main course and the second was dessert.

Now with everyone recharged we look forward to going back and visiting the rest of the museum. Our next stop was the red room. In case you wondered, yes every car was Red. Being that red is the traditional racing color of Italy most of the cars were Italian. Included in the collection were many nice Ferraris, Maseratis, Lamborghinis, De Tomasos, and other Italian makes, as well as few odd balls that just happen to be red. Next we went down into the basement where we found a collection of more than twenty Formula 1 race cars. Along the walls of the long room was a display recognizing all the top drivers in F1 history.

Once we came back up stairs we found a display from the pioneering days of Automobiles as well as room full of different engines including a Dion Bouton which is



the most common internal combustion engine of the Nineteenth Century. Most manufacturers including Renault used Dion Bouton engines in their earliest models. Besides the early engines they also had a V10 Formula 1 engine I guess to show the advances in 100 years. After checking out all the engines we walked through the workshop where many projects were underway.

Next we paid a visit to post war collection. It was on two floors and began with a nice collection of commercial vehicles. Following the vans we found more of the larger French makes including Citroen, Facel Vega, Talbot, and others. On the second floor were the smaller cars from all over Europe. Most of these were sportier models like the 1093 Dauphine, R12 Gordini, Ford Capri, Talbot Lotus, and others. We then began moving back towards the front of the museum. We had to make few pit stops along the way. First we stopped by the Red room for a second look and then it was back to the Alpine collection. It was amazing to see so

many different models in one room. At this point we had seen more than 300 cars, and I would say 80 percent of them were French. I was overwhelmed as in that one day alone I had seen more different models of French cars than I had seen in my entire life up to that point.

To cap off a perfect afternoon we stopped at the gift shop and bought a few souvenirs to remember our visit. As we exited the Manor we saw a crowd gathering over at the track as well as a lot of dust in the air. There was only one car on the track but the driver was putting on an exhibition in aggressive driving. The track was half dirt and half paved and the driver was showing off all the attributes of a 206 Peugeot. The 206 was pretty much made for this type of circuit as it gained fame winning the World Rally Champions as well as competing in the British Touring Car Championship. This was the perfect ending to a great day. I highly recommend visiting the Manor of Automobile, it may be a little bit out of the way but it is well worth the distance traveled.

See more photos page 13.



DriveSheSaid!

From PCN, Photos by Bibliopticus Alanskii

This was the second DriveSheSaid event, the logical continuation of the Citroën Quarterly Northfield Mountain annual event. The major change, and most important, was the venue. Now the event has been held for the second year running in Saratoga Springs, New York.

The weekend schedule started with a Thursday evening informal dinner, a Friday evening event at a local drive-in BBQ, the show on Saturday, a drive-in movie Saturday evening, and an awards breakfast and presentation as the farewell bash on Sunday.

The informal dinner information available to us consisted of the name of the restaurant and the time to be there, and it was up to us to make a reservation. Since we had driven most of the day and just wanted to get settled in, we chose to eat at a place near our hotel.

We spent Friday getting to know Saratoga Springs (on foot) but re-grouped in time for separate arrivals at the evening BBQ drive-in! Unfortunately, we were of the uninitiated at this event and were not aware that the food at the BBQ place was such that the regulars had dinner in town first and then drove to the BBQ gathering (we won't make that mistake again)! The drive-in was soon full to overflowing with Citroëns of most years, models, and descriptions.

A booth was setup to obtain registration packets and copies of the new book, "Robert Opron L'Automobile et L'Art". A major attraction to the event this year was the attendance of Robert Opron, the chief designer of the Citroën Ami 8, GS, SM, CX, and Renault Super5, R18, Fuego, Espace, R9, R11 and numerous other products. Eventually it was time to head back to the hotels and try to get some sleep.

Saturday morning came early and we again ran across the street for breakfast. Then, we re-grouped to drive to the event site. The site was located in a large park, and normally it would have been in the parking lot around the car museum, but due to the farewell concert of the east coast rock band Phish, the event was moved to the opposite end of the adjacent golf course. The site consisted of a large grass field and an out-building housing bathrooms and picnic tables. Box lunches were available with the event registration and proved to be good and convenient as there was nowhere to go within walking distance.

Numerous vendors, individuals, and clubs had tables set up offering parts, services, books, membership,

etc. An excellent Citroëns in Film identification contest was held, and it was extremely difficult! This was one of the best original contests I have seen at an event in years. The day was rounded out with an accordionist and of course, a clown and balloon animals for the kids.

Sunday morning saw people up early, getting packed, and then checking out of the hotels. Then they all headed off and everyone loitered in every available common space at the Holiday Inn, waiting for admission to the Breakfast and Awards room.

Following a buffet breakfast (the most reasonable food option following the box lunches) the Awards and Program began. A short film on Robert Opron was shown, followed by a very brief talk - questions and answer session. Robert Opron turned out to be a rather quiet, unassuming, soft-spoken man who unfortunately does not speak English (or is it more unfortunate that I can only speak elementary school French). We even saw him out in town, having gelato with his family on Saturday evening (as we were). The translation was a bit of a problem as being fluent in French and knowing technical vocabulary were not necessarily common traits among those present, but with occasional help from the attendees it went just fine.

The car awards were given and the event was over, well almost over. It must have taken hours for everyone to say goodbye to their friends and actually head homeward. All in all, we look forward to going again next year!

More photos page 12



Jesse's Corner



In Re, Corrigenda, Imprimatur

In the matter of, Things to be corrected, Let it be printed
By Jesse Patton

I admit to be terrified by sudden noises, during the war in Vietnam it was gunfire and artillery, and since occasionally a firecracker that was thrown behind my back by an errant friend or the backfire of an automobile close by while on a leisurely stroll. Which brings me to the heart of the matter.

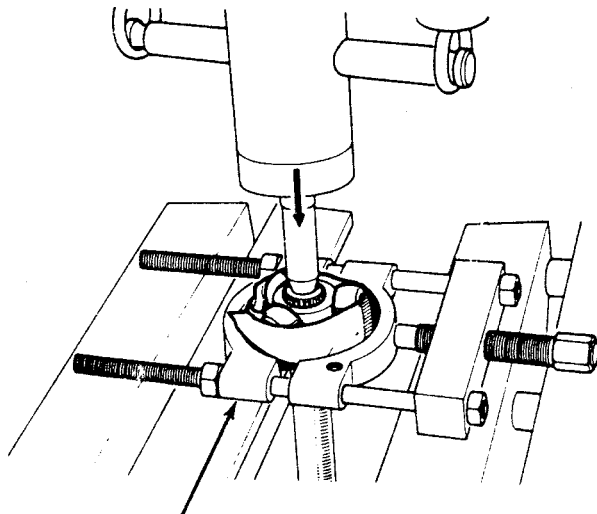
I run around in three Renault Alliances. Two '85 convertibles and an '86 sedan. The sedan is a very low mileage vehicle that up to now hasn't seen a lot of road usage, having sat in a garage for some six years with a broken timing belt waiting for a Francophile like myself to come along and bring it back from the dead. With transfusions of green blood (money) and some sweat (not much) on my part. It took quite a few new spare parts to get this sedan rolling again, including the new timing belt and idlers. All and all close to two thousand dollars, which as all of you who drive Alliances know is par for the course.

This is why I became slowly alarmed when while doing about 55 miles per hour one Sunday, I became aware that there was a humming sound that seemed to be coming from directly below the shifter console. It would change pitch while throttling and dethrottling, but remain constant

when I'd throw the shifter into neutral briefly. As the car decreased in speed the noise would cease, then return again, albeit not as loud. My thoughts turned rather grim. Those bloody timing idlers! Thoughts of bent valves and bruised pistons tops ruined my day, but I had just replaced them less than 5000 miles earlier. The grey room went into overtime mode as I considered the possibility of a differential bearing going prematurely bad with only 32k miles on the car itself.

The very next day I hastened into Guelfi's (Auto Doc) to find out what was going on. A quick road test then up on the lift. The passenger side axle boot was split and the grease had spun out onto the brake rotor. Hey! Things are looking up. But an axle with an empty boot doesn't hum it clicks when it goes bad or knocks on a turn. Well, at this point I'm contemplating a thousand dollars or more having the transaxle pulled out, but we decided to give a remanufactured pair of axle a try. In goes both axles and quite by accident I discover that the driver's side inner axle has a bearing on the spider shaft. (Part #JR775062 for a manual transmission and #JR775071 for the automatic) This discovery brought on felling of euphoria as that might be the cause of the hum. At the same time I was am also puzzled as to why the axle is designed with use of a bearing and then I am reminded that the AMC Eagle is similar, although most other vehicles forego that on their axles.

Needless to say I just spent under \$134 and the hum is no more. It just goes to show you, a Renault is a Renault and always will be. In closing the the passenger side axle is part #JR775064 for the manual transmission and part #JR775065 for the Automatic at the dealership.

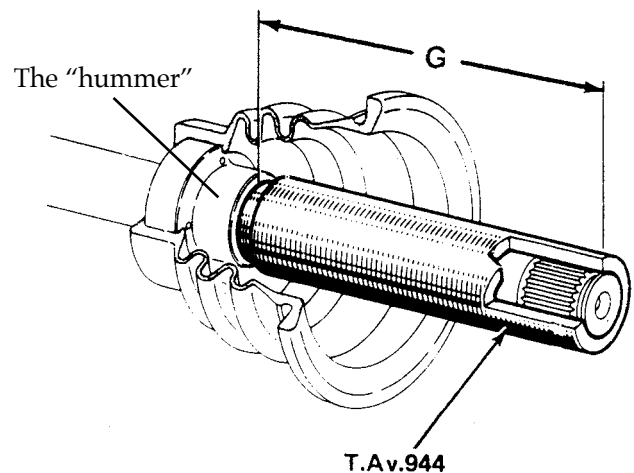


T.Ar. 65

69982-2

Left-Side Inner Boot Removal

Remove the spider retaining snap ring.
Remove the spider with tool T.Ar. 65 and an arbor press.
Note: a three-jaw puller can also be used to remove the spider.
Remove the boot and bearing assembly with tool T.Ar. 65 and an arbor press.



Left-Side Inner Boot Installation

Position the replacement boot and bearing assembly on the shaft. CAUTION: Do not use a hammer to install the boot and bearing assembly or the shaft spider. Use an arbor press and the specified tools only.
Press the boot and bearing assembly onto the shaft with tool T.Av. 944 and an arbor press. The bearing is correctly positioned when the end of the tool T.Av. 944 is flush with the end of the shaft as shown.

The length of the tool T.Av. 944 automatically sets the position of the bearing.
Dimension G= 148.5 ± 0.2mm (5.846 ± 0.008 inch.)

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