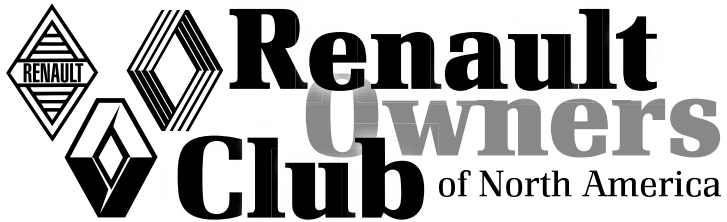


Renault News **73**



3rd Quarter 2004

Aug - Sept



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Renault Owner's Club of North America

www.renaultclub.us

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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 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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Lane Motor Museum/SCCA Racing

September 25 & 26

Nashville, Tennessee

With great anticipation I am pleased to announce the Renault Owners Club of North America's Seventh National meet will take place at the Lane Motor Museum. We will meet at the Museum at 12:30 that afternoon. The weekend will feature many activities including a very special event at the museum. The Caldwell D7, a Can-Am race car custom-designed for internationally renowned driver Sam Posey, will go on exhibit that day. For the first time since the car was raced more than 30 years ago, Posey, designer Ray Caldwell, and Crew Chief Jack McCormack will come together Sept. 25 to open the exhibit. After the unveiling; Posey, Caldwell, and McCormack will meet racing fans and sign autographs. The car also will be started, so fans can experience the genuine roar of one of racing's most powerful engines of its era.

Following the event we will have our annual picnic and swap meet. Hopefully on the grounds of the museum but the location is still to be determined.

On Sunday following breakfast we will again visit the museum at 10AM, this time for a quiet tour of the hundreds of unique cars. Attendees will be able to see the largest collection of French Cars currently displayed in America, as well as one of the larger collection of micro and mini cars, Tattras, and nearly every other make of European car as well as few others from other locations. Needless to say this is a must see for any car enthusiast. To learn more about the collection and the event go to www.lanemotormuseum.org

Once the tour has concluded it is off to the Nashville Superspeedway. There we will see Greg Laws compete in the SCCA Solo II event with his Champion 1987 Renault GTA. The event is free to spectators, and some may even get the opportunity to ride with Greg during one of his runs. For directions go to: <http://www.nashvillesuperspeedway.com/directions.html>, or if you want to learn more about the event check out: <http://www.trsrcca.com>

We hope you can join us, and let me know if you have any questions. I can be reached at: 865-357-0995 or e-mailed at moose01@earthlink.net or write at Marvin McFalls, 4804 Ball Camp Pike, Knoxville, TN 37921



December 2003 New Online Members List

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H - 604-267-4054, E-mail: shojik@telus.net
1982 R5 Alpine, White 130,000KM, 1986 R5 GTL, White, 160,000KM

Sandor, Augustin, 1128 South Douglas, Arlington Heights, IL 60005,
H - 847-952-9211, E-mail: asandor@wideopenwest.com
1965 2cv Truckette, 1954 Traction Avant

Arata, Louis J. 6793 Washington Avenue, Egg Harbor Township, NJ 08234,
H - 609 646 7392, E-mail: laratajr@aol.com
1962 Dauphine, Red, 40k miles

Galloway, Jeff, 6615 Glenn Forest Drive, Chapel Hill, NC 27517,
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Heather, Michael, 957 North El Molino Avenue, Pasadena, CA 91104
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1959 Dauphine, White, 50k miles

Fleming, William, 3325 G Road, Clifton, CO 81520,
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March 2004 New Online Members List

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19?? 4cv

Lardani, Anthony, 426 Chandler Street, Philadelphia, PA 19111,
E-mail: ANLARD1026@AOL.COM
1965 Dauphine, Red, 11k miles, R1094

Fox, Peter, 51 Ballantyne Brae, Utica, NY 13501,
H - 315-724-8658, E-mail: R10renault@aol.com
1968 R10, White

Martin, Dale, 675 North 8 Mile Road, Midland, Michigan 48640, H - 989-687-5820, E-mail: martind@tm.net
1971 R16, R1152, White, 107k miles,

Ayoob, Siddick, 12417 NE 108th Place, Kirkland, WA 98033,
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1958 Dauphine, Purple, modifying with a R10 engine and dual carbs, etc

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Brennan, William, 601 West 1st, Oswego, NY 13126
E-mail: williambrennan60@hotmail.com

Saturday in Germany

Story and photo by James Reed

As a member of the ROCoNA I just had to send this picture in. On the way back from a contract in Iraq I spent a week in Germany before returning to Montana. Saturday morning I decided to visit the Roman Ruins, on the way I had to change trains in Homburg (not Hamburg). Having an hour, I decided to take a walk, and see some of the town. As I walked up the cobblestone street for foot traffic I saw about a block away what at first appeared to be a VW Beetle. As I came closer I recognized it to be a Renault 4cv.

As an ex auto body man I had to check out the restoration. It wasn't bad except whoever did the work didn't cut out the rusted panels and replace them with new metal, instead they bondoed it. Bondo holds and absorbs moisture so consequently there was some rust appearing. Also in Germany they salt the roads in the winter, but I doubt the owner's drives it much in bad weather. The interior was in nice shape, as well as the dash components. I also noticed the license plate was a bit of novelty with the last digits being CV 4.

I hung around for about ten minutes hoping to meet the owner, and hear it run, but the thought of a great stein of German beer won out.



An Interesting Project

By Marvin McFalls

Last Fall I received a request for an intake manifold from a U.S. Model Fuego Turbo. In itself that isn't the strangest request I have ever received but it was first time it had come from England. In England and the rest of the world for that matter the Fuego Turbo has a carburetor. Mark had a programmable ECU which he wanted to use to better control his fuel delivery system and the multi point Bosch system on the U.S. Fuego was a perfect fit.

When I was at Road America last year, I received a call and it was Mark. He wanted to talk to me directly before ordering the intake. I must say I was quite impressed taking an order from England in an old dairy field in Wisconsin. When I returned from the races I sent the parts across the pond in the belly of a ship to keep the costs down. Sometime around Thanksgiving they finally arrived in England and Mark was now ready to complete his project.

The last thing he said to me was "you will never believe what I am going to put this in". He told me that he would send me some pictures when the project was complete but I would have to wait until it was done before I found out what he was using it for. I had many ideas but sometime in March



I received an e-mail from Mark with some photos of his project. It turned out he used the intake on a Lotus Europa. I wasn't surprised; actually it was my first guess. Being that I had sold a custom built Fuego Turbo engine a couple years ago for a Europa

I must say Mark did a first rate job including altering the rear deck to let the additional heat from the turbo out. He reports it runs great and accelerates like a rocket. I am sure being in a car that weighs more than half as much as a Fuego you better hang on. I highly recommend he reinforce the seats. Hopefully Mark will be able to keep his powerful Lotus on the road, because its light weight suspension doesn't hold up well off road.

If you want to see more pictures of Mark's car or ask him questions about the project you can check it out at www.lotuseuropa.org/gallery



Renault Logan

By Marvin McFalls

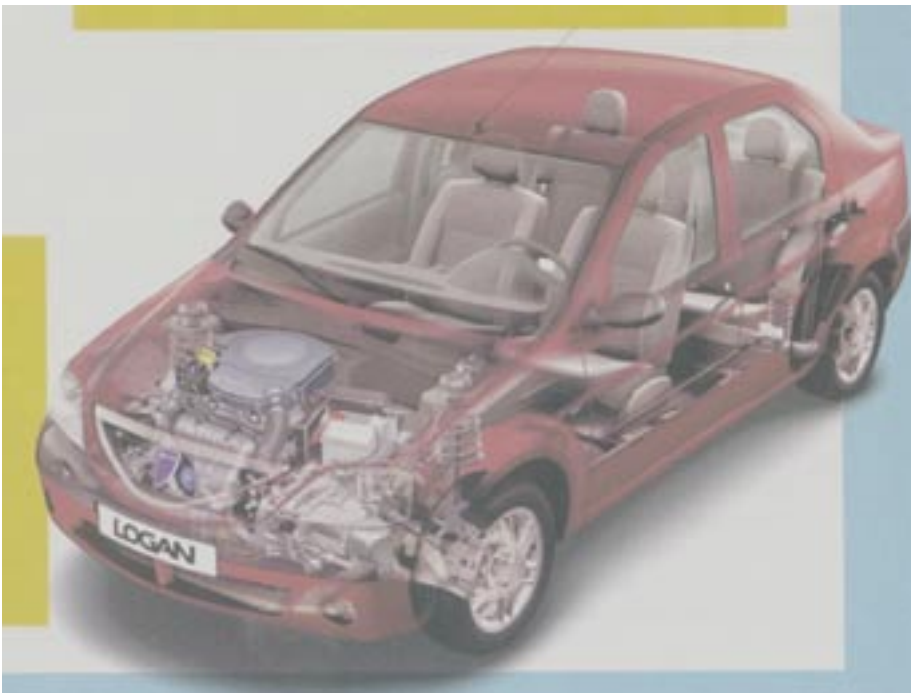


The X90 isn't your typical Renault. X90 was the project name for Renault latest model named Logan. If you buy the base model you will not receive power steering, anti-lock brakes, power windows, air conditioning or even a radio. With all these subtractions the bottom line will be hard to beat, the Logan plans to be sold for \$5000 Euros (\$6100). While the car is stripped down, it isn't a cheap. It is built to the same standards of cars that cost twice as much built in Western Europe. Logan is being constructed on the same platform as the Nissan Micra and the new Renault Modus. However, it features many of the same parts used on older model Renaults, It has a 1.4 litre engine in the base model which produces 75 hp. It also has a reliable five-speed gearbox with front struts and rear torsion suspension.



In addition, to keep costs down the cars will be built in emerging markets. In 1999 Renault acquired a controlling interest in long time associate Dacia. The Dacia plant is located in Pitesti, Romania. When Renault took control of Dacia they inherited an outdated Soviet era plant that had to be modernized. The good news was the site was more than 600 acres in size and there was ample room for expansion. So not only are the chassis built on the site but the drive trains are as well.

The key to building an inexpensive car is to build lots of them. Currently Dacia builds around 70,000 cars a year of which more than 80 percent are sold in Romania. By 2007 the goal is to sell 200,000 cars and 120,000 of them outside of Romania. The Logan will be marketed all over Eastern Europe and Northern Africa, at both Renault dealerships with a separate Dacia area and Dacia dealerships. Cars will go on sale in September throughout the Dacia network.



Romania is just the beginning. Over the next two years production of the Logan will begin in Russia, Morocco, Columbia, and Iran. Cars produced in these plants will feature the Renault badge instead of the Dacia name. So by the end of this decade the Logan will be sold all over Eastern Europe, The Middle East, as well as parts of South and Central America. The goal is to produce 700,000 Logan a year by 2010. If the Logan is successful Renault doesn't rule out selling it in Western Europe or even the United States. However the market they are most interested in is China. While they haven't gained approval from the Chinese government as of yet, they plan to market the Logan under the Renault brand.

In many ways this is similar to a project General Motors started more than fifteen years ago. By using lower cost labor in a

rural area, Saturn was an instant hit. However, currently it is unclear if Saturn will continue to exist as an independent brand of GM or if it will just end up being a factory for GM vehicles. Now only time will tell how successful Renault is with the X90. However there is no doubt that there is an emerging middle-class in these markets and that today's Logan buyers could one day be interested in buying higher-priced models. If they can gain market penetration and brand loyalty now they will be more likely to sell Renaults in the future. While it is a calculated risk, the reward could be very large.

Special thanks to the Associated Press and the Wall Street Journal for introducing the Logan to the American Press. As almost every paper in U.S. had an excerpt from the original article.



Above: Dacia Supernova

Above left: Logan profile

Left: Dacia 5-door based on R12.

Do You Know the Way?

By Marvin McFalls

Travelling to San Jose, California was an interesting experience. Being that I bought my ticket three weeks prior to the Monterey Historics I tried to set up a meet with some of the club members in the Bay Area. Unfortunately many of my local contacts were otherwise engaged with a trip to Switzerland for the International Citroen Meet. So instead of meeting with current members I decided to pay a visit to a former member of the club.

I contacted Mike Keenly about a week before our arrival, and he was delighted to meet with Jonathan and I. He was even willing to take time off from work to get together. So when my plane arrived I met up with Jonathan and while we were waiting for my bag I gave Mike a call. He lived about a half-hour away so we fought the noontime traffic and headed for Stanford. Mike lives in Menlo Park literally only blocks away from campus. He had a surprise waiting for us in the garage. Mike owns one of only a few Peugeot Turbo 16s that have found their way to the U.S. over the years. Normally sitting right beside the T16 is his R5 Turbo, but he had it in the shop having a custom exhaust system being installed. Since the last issue of the Renault News was published Mike sold his Renault Sport Spider to a collector in L.A.



Mike was kind enough to take both Jonathan and I for a ride in his nearly new 1985 Peugeot with approximately 5000 miles on the odometer. He also enjoyed seeing his former car in our newsletter and he promptly rejoined the club. I must say it was nice afternoon and we really did appreciate Mike's Hospitality. It was a good warm-up for the hundreds of exotic cars we would see over the next two days. Welcome back to the club Mike and we look forward to seeing you again at a future event.



Fuego Meet at Manoir

By Marvin McFalls



Above, R5 Turbo 2.

Below, Peugeot Turbo 16 engine compartment.



I recently received an e-mail from a former member and customer Albert Nawrot. Albert had lived in Northern California but recently moved back to France. He wasn't able to find suitable homes for his 18i and his Fuego, so he took them back to France with him. Albert now lives only a few miles from the town of Loheac. If you recall from my recent trip to France Loheac is the home of Manoir de l'Automobile the wonderful museum we visited.

On this particular day the Fuego club of France had a meet at the museum. More than forty Fuegos arrived for the show. Albert's Sepia colored Fuego Turbo (same as mine) was the big hit of the show. The U.S. version definitely stands out in a crowd of it European brothers. See if you can pick it out in the photos.

I really appreciate Albert updating us on his whereabouts and I am happy to hear his beautiful Renaults are still in good hands. However when I sent these pictures to my friend Claude he was very surprised to see that Albert had brought the cars home. Even though they were made in France it is difficult to license a car that wasn't made for the market. Who knows, maybe he is still driving the car on California tags, would that be a treat.



Huixquilucan 2004

This year Jaguar Club's Elegance Contest took place on the 15th and 16th May with more than 400 automobiles on display. As in previous years, great examples of the auto world gathered for the sun filled weekend. The Alpine Club was present with 17 cars, samples of the Rallies, the Races, and Exhibition. We had a great display area, although a bit small, right in front of our hosts of the Jaguar Club. A lot of visitants enjoyed our cars, which is very rewarding for all of the time, effort and economics involved in keeping our cars in the best shape possible. As you can see in the pictures, it is gratifying to share the space with such great cars.



Juan Antonio Calvillo had the good idea of printing glasses, napkins and trays with the club's logo and it caused great comments from everybody. A nice frame in our hospitality tent, where we had some prosciutto, cheese, refreshments, snacks, wine, beer, etc. making life very easy to enjoy, with the company of our families and friends. Children also had a great time with all of the recreational and entertainment areas. The food court is also well supplied, so there is something available for most tastes. There is also a restaurant with international cuisine, if you care to spend more time in a proper meal.

A brief description of the Dinalpin or Alpines in show, in no particular order.

Alfonso González white A110 1600 cc Gordini engine with 5-speed gearbox. Olivier Lombard with his also fast, 2 liters engine A110; Juan Antonio Calvillo with his A110 2L, Mario Domenzain with his silver A110; a new racing R8 property of Jose Manuel Lombera loaded with a 1400 cc engine; Luis Escobedo A110 2L; Jorge Escobedo A110L GT4 that runs quite fast; Angel Espinoza blue A110 also 2L. All of these cars race the Vintage Serial with great results every time, winning to Porsche, BMW, Mini, Datsun, etc. Many of them race in different categories, because of either engine size or driver's expertise. Alberto Gironella with his A110, R5 Turbo and R8 Gordini; Pepe Maqueo in his R8 Gordini which is mainly displayed by his brother Fernando; my green Dauphine with 2L engine, that many people like to see and ask about the big engine fitted; Alejandro Marin A110 1100 cc, Tomás Marin R8S 1300 cc, Eduardo Wolf A110 Cabriolet and my A110L GT4 were the four original sport street version cars.

In the Club de Pilotos area, the Vintage Races representatives, a red Dinalpin GT4 was displayed.

This year the club did not participate in the contest as we only wanted to be part of the event.

The Best of the Show this year was awarded to a 1957 Jaguar XK150 burgundy colored, and the final results are as follows:

1. Jaguar XK150 Roadster 1959, 11,863 points.
2. Ford Mustang Shelby convertible GT 500 KR 1968, 11,435 points.
3. Mercedes-Benz 300 SL 1957, 10,925 points.
4. Volkswagen Split Window 1950, 10,871 points.
5. MG TF Roaster 1955, 10,667 points.
6. Ford Mustang Shelby GT500 1967, 10,645 points.
7. Ford A 1931, Günter Mauracher, points.

23125 people got a ticket for the event to see the classic cars on display, as well as some 200 of the new vehicles, that even showed 2005 models!

Thanks to the organizers for the invitation.



Above, the Green Fast Car on the track.



Above, several views of the lineup.



Above, R5 Turbo; below, Dinalpin GT4





How To Build A Renault Part I

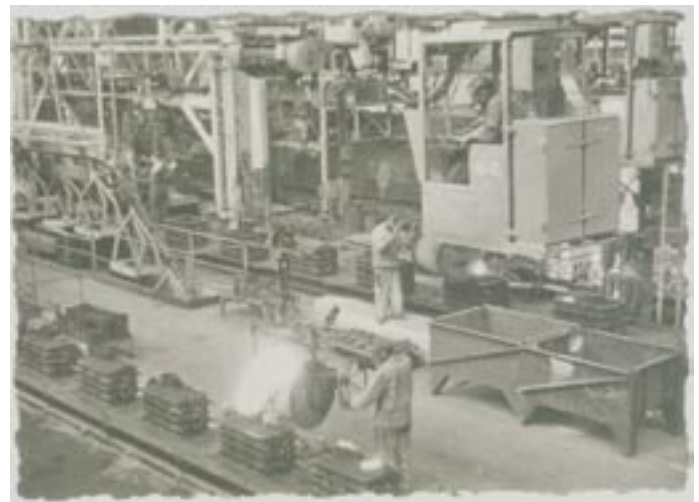
These vintage mini postcards shown actual size document Renault's factories at Flins and elsewhere, showing the manufacturing process of the Dauphine, 4CV and other goods. The rough-edged cards were made by Yvon which along with IRIS and other publishers documented everyday life throughout France and the rest of Europe.



1. (above) Air view of Billancourt Works. The same size as Chartres, it employs 37,000 persons. 2. (below) The Billancourt group and the 9 other factories which the company owns in France produce 1300 vehicles daily. The company's 10 factories employ 53,000 persons.



3. Billancourt factory - the forges. Daily production is over 120,000 parts.



4. (above) Billancourt Factory. Hourly production reaches 160 engine blocks per hour.

5. (below) Billancourt. Manufacture of engines on transfer line. These machines perform several automatic operations simultaneously, run by one or two men.





6. (above) Billancourt. Engine assembly line. Billancourt manufactures all the engines in Renault vehicles.



7. (above) Billancourt. Engine test array. Before delivery, all engines are tested.

8. (below) Billancourt. Sheet metal presses. Renault consumes 500 metric tonnes of sheet steel daily, 150 tonnes of special steels and 200 tonnes of ordinary steel.



9. Pierre Lefaucheur factory at Flins. Sheet metal presses. The Pierre Lefaucheur plant produces 600 Dauphines daily.



10. (above) Billancourt. Assembly of Frégate bodies.

11. (below) Pierre Lefaucheur at Flins. Assembly line for bodies-in-white before painting. The Pierre Lefaucheur factory is considered one of the most modern in Europe.





12. (above) Pierre Lefauchaux at Flins. One of the paint booths. Renault uses 20 metric tonnes of paint daily, produced by its factory at Mans.

13. (below) Pierre Lefauchaux at Flins. Dauphine finishing line building. The building occupies 40,000 square meters.



14. (below) Billancourt. 4CV Final assembly. Over 800,000 4CVs have been built since 1947. Renault is France's number 1 car maker and eighth in the world.



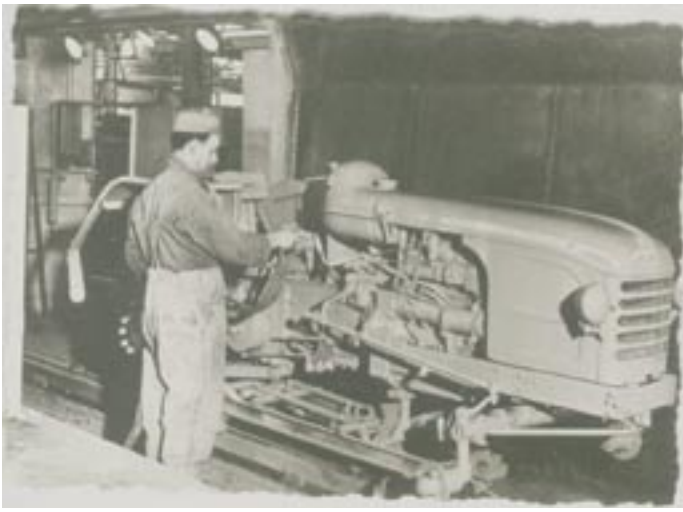
15. (above) Flins. Overall view. This factory was built between 1950 and 1952, and doubled in size in 1955. It employs almost 4000 persons.

16. (below) Flins. One day's production. Renault exports to 73 nations, thirty percent of its production.



17. (below) Choisy-le-Roi factory. Ironworks division. Construction of Métro subway cars which use tires. Renault also builds turbine locomotives and tanks.





18. (above) Mans. Agricultural tractor assembly line. This factory which employs 7000 persons, also produces drive-trains, paint, and certain plastics.

20. (below) Flins. Employee housing built by the company.



How To Build A Renault Part II

This Twingo display was seen at Science City in Paris last summer. The theme of one of the displays was "The Age of Aluminum". In spite of the railings around the exhibit, kids could not resist putting fingers into the fins on the radiator. Photos below and right from A. Meyer



Parr Family Cars

Photos by the author

Since joining the ROCoNA, we have been very busy setting up of business and making it work to the extent that we forgot to thank you for placing an advertisement in the services section of the magazine, it was very much appreciated. We also did not have the time until now to send you any form of narrative that you may in part, be able to publish – we used to send in many articles to the ROC of GB and got quite a few in the magazine. As you already know from our brief and earlier conversation prior to joining, we moved as a family from England, selling up everything except some of our Renaults, and moved to Louisiana, where I originally met and married my Wife 21 years ago.

The oldest car (no its not a Renault) a 1948 Riley 11/2litre RMA saloon belonging to my 19 year old Son Robert. It was purchased in England by him as a complete, but non-running car, for a very low price. This car is now in the process of a complete body off chassis up restoration, all the work being carried out by us in our own workshop. Spare parts, believe it or not, are no problem. Robert belongs to The Riley RM Club in England and they have a huge collection of parts old, new and actually commission many parts to be remanufactured by specialist engineering companies. At present, it has had the engine and gearbox removed and stripped for inspection and to formulate a list of parts needed, The entire front bodywork up to the bulkhead (firewall) has been removed together with the running boards and rear wings (fenders). As the body is steel on a wooden frame, the restoration methods used are very different, you have to be a metalworker, panel beater, joiner and welder all in one. The restoration is being fully documented with photographs for the Riley Club – perhaps some of the members of the ROC would be interested from time to time on an update of the restoration progress.

The next two cars are regularly drive by my sons, two Renault 15's. The green one is a 1975 R1300 MK1 with only 32869 miles on the clock, belonging (again) to Robert. When this car was purchased it had only 32406 miles on it from new. The red car is a 1978 R1300 GTL MK2 belonging to my 21-year-old son Tony. I first purchased this one in 1994 out of a scrap yard where it had rested for six months. The mileage at that time read 35500 and this proved to be genuine, the one previous owner lived 3 miles away and was the manager of a local company producing potato crisps. A lot of steel was needed in the bodywork, but mechanically it was almost perfect. Anyway, after two hard years on the road and another 50000 miles on the clock, we had a small shunt with another car and smashed up the front end. At that time we were not ROC club members and could not find any of the body panels required to repair it. The car was placed in our garage where it stood for some time before we had another good look at it.



You will notice from the photograph, that the front is not quite original Renault 15, the nose being slightly longer, twin headlamps each side behind a single glass and a full width front bumper the Renault badge clearly centred in the middle of the radiator grille. Although the engine is standard, the cooling system has a larger radiator, a separate header tank and twin electric cooling fans. Tony was given the car just after we had put on the customised nose and together we finished the full restoration He also fitted the thicker front ant roll bar from an R17 together with front ventilated disc brakes, larger master cylinder and bigger brake servo. The car has now done some 87500 miles, and apart from the clean and paint job Tony put on the engine, it is original. Perhaps you might run a competition to see if any members can guess the car from which the new front end was donated.

Next I will mention our Renault 25 V6. This has a 2.6 litre V6 fuel injected engine, power assisted disc brakes all round, power steering with "feel", full leather with electrically adjustable seats, power sun roof cruise control and the fabulous Renault radio. The car was advertised would you believe, by a club member for breaking! Idiot! One phone call secured the purchase on a Friday, and 4am on the Saturday saw the three of us Tony, Robert and Dad (me) on our way to Devon with a big trailer hitched to our Renault 25GTX. We were back the same night after a 605-mile return trip with the V6. To get it through the MOT all we had to do was clean up the two rear discs and fit a replacement wiper motor. An ex doctor's car, it had been looked after very well and it is now used as everyday transport for my Wife to go to and from work.

I would say it now time to discuss my project. A Renault Alpine GTA V6 – the real GTA and nothing to do with the Grand touring alliance. A model D500 built in 1987 the car was originally bought by a pop star. It then passed to a Renault dealer before being bought by the medical examiner of the town of Louth in Lincolnshire – some 30 miles from Lincoln where we used to live. Botched repairs to the front to rear steel heater pipe coupled with partially choked radiator and inoperative engine bay cooling fan caused him

to seize the engine and put a rod through the engine block. This in turn locked up the transmission and spun him backwards off the road. The only damage to the bodywork was a lost mirror and some minor fibreglass cracking above the driver's side front and rear wheel. The GTA sat in his garden under a very large tree from 1996 until 2002 when I bought as a result of an advertisement in the ROC of GB magazine.

Restoration was started in England. The original engine was scrapped as it was totally beyond repair; the only parts retained were the cylinder heads, exhaust manifolds, starter and alternator. Although the original motor worked using the strange Alpine "one single and one twin choke" carburettor, I decided to change this to fuel injection and then had a stroke of luck. A local Renault dealer, who knew I had bought the GTA and had one himself, telephoned one afternoon and spoke to Tony. He had a spare 2.6litre phase two fuel injected engine in his workshop that we could have free of charge, if we could pick it up that day. We did of course to do just that and found that the motor was under a year old when the car it was in got written off in crash. That engine is now installed.

The whole of the rear removable sub frame, front and rear suspension and steering were all removed in England, sand blasted repainted and refitted. All four discs were replaced (the two rears were cracked and the fronts a pile of rust). The rear callipers were in very poor condition but repair kits from Renault put them right although we did have to make the tool to compress the handbrake-operating shaft within the calliper body. Both front callipers were replaced with spares from our own stock. The next job to tackle (when I have some time) is to sort out the engine bay electrics to cope with the electronics of the Bosch fuel injection.

The last of our cars we brought with us is another Renault 25. This is a TXI with a four cylinder 2.2litre 12-valve ohc engine built in 1992. This was purchased for a "silly money" – (equivalent of \$95) The interior is cloth and has all the same electrical equipment as the V6 version with the added plus of ABS brakes. All this car needs to be running is an inlet manifold and injector rail, which a friend in England (another ROC of GB member) is sending over.

Included with the pictures of our car are some pictures from the last meet we attended before leaving England. These pictures were taken at the Renault Owners Club day at the Gaydon Motor Heritage centre in 2003. Robert's 15 can be seen with the big yellow badge in front of it and Tony's 15 is easily recognisable by its extended nose and lower front end. The blue and white car is a Renault 17 belonging to a friend of Tony and Robert and has a replica works rally look. Well that's about it for this time .

We do have a large collection of Renault manuals (25 to be exact) and if any member is short of information and we have the right book, copies can be made. We also have a very good supply route for Renault spares of all sorts both in England and through another friend living in France.



Carlisle Import Show 2004

By Marvin McFalls and Don McLaughlin

With the arrival of spring it isn't very long before my thoughts turn to Carlisle. With the event being a week later than normal this year we were hopeful that spring would also make an appearance in Pennsylvania. So on Thursday, May 20th Sam Stuckey and I left Tennessee on our way to the show. Sam was driving his 'Cajun' Alliance four-door he inherited from a former customer named Al Dinger. While I was forced to tow my Alliance GTA Convertible due to problems I will discuss later. After driving several hours and stopping for provisions we made it to our hotel in Wytheville, VA. We checked in and settled down for a good night's rest.

We awoke the next morning and look forward to getting to Carlisle. We gassed up and were on our way. By lunchtime we were at the West Virginia State line and we decided to wait until we were in Maryland before stopping. After a quick lunch we were back on our way and we made it to the Fairgrounds by 3PM. We took advantage of our early arrival and stopped at the car wash bays first. After cleaning off 500 miles of road grime we headed for the show field. When we arrived there was one lone Renault on display. A nice looking R16, which a few minutes later we found out belonged to Les Woods. Les came over to say hello and we became reacquainted.

Next on my agenda was to try to get GTA running better. After a process of elimination I discovered that my Coolant Temperature Sensor wasn't working properly so I replaced it and the car seemed to run much better. I was planning to take it for a test drive, but about that time our friend Marty Mckee arrived. He had left from Tennessee earlier that morning and he was a few hours behind us. Marty had driven his Pontiac Fiero GT with a 3.8 litre Super-charged motor. He had worked on the car over the winter and this would be its first appearance.



Above: R 16

Below, two views of the lineup.





After talking for a while we decided to go check into our hotel. We had decided to spend the extra money and stay at hotel in town, which was very convenient. After cleaning up, we decided to get some dinner. We found a very good Brick Oven pizza place a couple blocks down the street. About the time I finished eating I received a call. It was the last member of our party; Brent Bartley had arrived in town. We all met back up at the hotel and party broke out in Sam and Brent's room. I hated to be a party pooper, but by midnight I could barely keep my eyes open so I called it a night. I am not sure what time Marty, Sam and Brent called it an evening.

I awoke early the next morning only to be disappointed by the weather. The previous day had been a beautiful sunny day and now it was raining heavily. We were so disappointed by this so we decided to hang around the hotel for a while and eat breakfast there instead of going to the Middlesex Diner to meet up with the Central PA Renault Club. As we were eating the rain stopped and by the time we had finished the sun was peeking through the clouds. By the time we reached the fairgrounds there wasn't a cloud in the sky, the Carlisle Jinx had finally been broken. Brent, Sam, and myself decided to set up the club display while we waited for the rest of the group to come over from the diner.

Don McLaughlin was the first to arrive, and it wasn't a few minutes before a train of Renaults came rolling in. John Vogler led the crew of twenty that had breakfast at the diner. There seems to have been an unusually high proportion of GTAs at the event. John Vogler has something to do with this. It seems he has a profitable hobby of resurrecting old Renaults and likes GTAs in particular. Every car is sold with the admonition that it is to be brought to the Carlisle show once a year. So a very high percentage of the GTAs at the show were once owned or repaired by John. He also

nags these people to join the club. Now, not all that come to the show join the club but some of them do. After three years of persuading Dave Drayer finally joined this year and Richard Alston renewed his dues at the event.

Once everyone had arrived we decided to meet back after lunch for the Fourth Annual Car Show. This year's field consisted of fifteen Renaults. John Vogler had cheated by keeping his GTA in the garage while he took his wife's Montero to breakfast. He got it out after the rain and it was clean and dry and freshly waxed. It did him no good though, as he did not get best of show for a change. That went to the 18i wagon brought by Ray Dietz. John came in second and third went to Les Woods for his R16. Sam Stuckey was given the award for having made the longest drive to attend. The award for oldest entry went to the R8 of Richard Alston. John Mullins got the "at least it's not a Fiero" award for the red GTA he just bought from Clayton Hoover. Honorable mentions were also awarded to Richard, Alston, John Mullins, and Dave Drayer.

It was now time for the scenic drive to John Vogler's house for the annual swapmeet. On the way to John's house my car started acting up again. The fuel filter was stopped up restricting the flow of fuel. After a pull from Sam, I was able to unblock the lines enough to get the car into John's yard. We then prepared for the swapmeet, and let the trading begin. Ray Dietz and I did our normal bartering; I was able to get a set of rear Fuego shocks for some caliper kits and brake shoes for his wagon. However Sam was the hit of event selling and trading with almost everyone in sight. By the time the dust had settled, John Vogler had a few more items that he just wanted to get rid of so Sam and I worked out some trades for brake rotors for a Eagle Premier and a



Above: Lomax kit on Citroën 2 CV chassis.

heater blower assembly and transmission mounts for a Fuego. Along with the trades, John volunteered to change my clogged fuel filter so I could get back to the fairgrounds.

We had a great time, but it was after 6PM by the time we left John's house. We still had to take down the club display and load up the GTA for our drive to Maryland where we would spend the night. To speed this process up Sam took down the display and Brent and I loaded the convertible on to the tow dolly. I said goodbye to Brent and then returned to the fairgrounds to get Sam. Just before dark we made it to our hotel in Hagerstown and we were ready for a good night's rest. With the incredible sunny weather we had gotten burned, but it didn't prevent us from sleeping most of the night. Sunday morning we awoke somewhat refreshed and we were back on the road by 8AM. We made good time and decided to stop for Lunch in Christiansburg, VA. By the time we sat down it was clear a powerful thunderstorm was coming. However by the time we finished eating the storm had passed. The rest of the trip we had a few hit or miss showers but we made it home safe and sound later that afternoon.

John and the guys from the Central PA Renault Club are already making plans for next year's meet. They plan to make it bigger and better and have already set a goal of having twenty cars on display; hopefully we will see you there.



Above, Citroën Visa 4-cylinder; below 2CV AK400.



New Renault Scénic



Scénic combines the modularity and spaciousness of an MPV with the driving pleasure of a saloon, for heightened travelling comfort. And it benefits from Renault's expertise in terms of safety.

Scénic adopts a compact, dynamic style. With a frontal design true to the brand's visual identity, the new MPV is unmistakably a member of the Mégane family, with its taut lines and its curved, vertical rear window.

Scénic puts the accent on comfort and travelling pleasure. It is notable for its spacious cabin and its modularity: the front passenger seat folds flat to form a table and three rear seats fold down vertically. Scénic is a benchmark in terms of stowage volume: four drawers under the seats, four storage spaces in the floor and a refrigerated glove compartment. The large windscreen and the panoramic sunroof allow a maximum amount of light to enter the cabin interior.

Scénic combines the driving pleasure of an MPV with that of a saloon. Its ergonomic design is such that driver and car become one. A large range of powertrains is available: three petrol and three diesel engines combined with manual 5- and 6-speed gearboxes and the Proactive automatic transmission with flick-shift control.

Scénic is best-in-class when it comes to active and passive safety. It is equipped with the third-generation Renault System for Restraint and Protection. Certain models also feature ESP with understeer control logic.

Grand Scénic, the 7-seater version of Scénic, provides two extra seats. The two additional individual seats fold away completely beneath the floor when the vehicle is in 5-seat configuration. They allow switching between the 5-seat configuration and one with 6 or 7 seats in an instant. This can be done with one hand and in one movement.

Scénic and Grand Scénic are assembled at the Douai, France site.

F1 Montréal 2004

Story and photos by Terry Zabransky and Judy Napoleon

After we had missed the last two years of F1 in Montreal we were excited to finally attend this year. Our journey started on Wednesday, June 9th at 6AM. Traffic was light and we made good time out of Chicago and through Michigan where we crossed into Canada at Port Huron. We then picked up Canada 402 at Sarnia and continued 70 miles to London, where we caught the 401. Highway 401 takes you directly to Montreal and is a great road for the Alpine 310. We stayed that evening in Oshawa, thirty miles East of Toronto.

We were on the road again by 8:30AM on Thursday and completed the 350 miles to our hotel in downtown Montreal. The hotel was fine and the location great, but the parking situation was terrible. Judy suggested talking to the manager of the adjacent hotel for a place to park. I had to pay \$40 a day, but it was 'my' spot 24 hours a day and it was right in front of the hotel. All and all it worked out well. The Metro was five minutes from the hotel and ten minutes to the track.

Friday morning we headed to Circuit Gilles Villeneuve to souvenir shop and filled our bags. This year Renault had three small kiosks with lots of goodies. We had our fill and headed for the stands to watch morning practice. Judy and I decided to stay all day as we watched some of the small series races. Then we checked out the collection of historic F1 cars on display. There were a total of thirty cars ranging in years from 1971 to 1988. After a fun day at the track, we had a great meal with our friends at an outdoor French Restaurant.

Saturday we were up early and went to the track for more practice sessions, and then watched the Ferrari Challenge races. Instead of staying for the afternoon qualifying, we headed back to the hotel and then downtown Montreal for shopping. Had a great salad and wine at Alexandre's outside, then headed back to the hotel to freshen up for dinner. That night our friend Claude and Claire made reservations at an Italian restaurant in an Old Italian neighborhood. The streets were blocked off with Ferraris and Lamborghinis on display. It was Fantastic! There was my Alpine amongst all those Italians. We didn't get home until 3AM, too much wine!



On Sunday we arrived at the track at 10AM to watch the BMW open wheel series. It was good racing with many of the sons of famous drivers' competing including: Daly, Rahal, Hill, and others. The Grand Prix started at 1PM, but the previous hour was filled with parade laps, as each competitor was driven around the track in an Austin-Healey.

As Renault fans we had little to cheer for, since Trulli didn't make it to the first turn and Alonso fell out later in the race. We always have seats in the hairpin and they were great as usual. You are able to see the deceleration into the hard corner and acceleration out of the 'pin'. It is one of the few places on the circuit where passing occurs. Well as you know, those red guys won again! I have to hand it to them, their strategies are flawless. I guess we will have to wait until the rules change again.

Sunday Night, you guessed it, dinner. But that afternoon Frederik and Louise had just moved into their new home, so we all stopped by for Champagne and a celebration at the house and then headed out to the final dinner. It was great seeing everyone again and spending time in Montreal with F1.

We were up very early Monday and on the road by 6AM to beat the traffic out of Montreal. We drove straight through on the way back and although it can be a long trip, the 310 makes it easy. What a great automobile! 985 miles in thirteen and a half hours. We are a little tired when we get home, but we always say the same thing "The best part of the trip, is the Drive!" See you in Montreal.



Juvaquatre and Dauphinoise

by Nick Barltrop

From *Renotes* (1990) contributed by Jesse Patton

The first car produced by Renault postwar was not the 4CV as you may have thought, but the Juvaquatre. Introduced in 1938, manufacture carried on until 1960. This twenty-two year production run includes the war years, of course, when only a handful were built. I imagine the R4 is the only Renault to have had a longer life than this.

There is little information readily available on the Juva, by the way. Any history of modern Renault cars naturally concentrates on the 4CV and Dauphine. Indeed, there are at least two books devoted exclusively to the 4CV (in 1990). The Juva and its later variant, the Dauphinoise, have been rather neglected.

By the mid-1930's Renault were badly affected by the depression in Europe. FIAT, Simca and above all, Peugeot were taking a large share of the market by producing small, popular cars. To compete, Renault produced a design study for a compact family saloon car. With a fiscal rating of 6CV, it was intended to have a broad appeal. Renault believed a small, economical saloon would especially appeal to younger car buyers. The prototype was completed during 1936, and was publicized to test the public reaction.

The Renault "Junior" prototype was a two-door, four seater saloon. This was the first Renault to have unitary body construction. All previous models had a separate chassis. The styling was attractive and modern. The doors were hinged from the front, another departure from normal Renault practice, and had sliding windows. Reaction was favorable, and the car officially presented the following year.

The new Juvaquatre was first shown in definitive form at the 1937 Salon de Paris. The car, model type AEB1, represented another important first for Renault, with independent suspension on the front wheels. The suspension used transverse leaf springs, front and rear. The technical advances, however, did not extend to the braking system. This was cable operated, assisted by the Renault mechanical servo.

The engine was a new design, although keeping a rather outdated side-valve layout. An interesting feature was the use of replaceable shell bearings for the crankshaft. These were in place of the white metal bearings which had been common to Renault engines. The four-cylinder unit had a capacity of 1003cc. Bore and stroke were 58 x



95mm. Power output was 23 bhp. Fuel consumption figures - which would feature strongly in advertising - approached 40 mpg. A three speed gearbox was fitted.

Differences between the Junior prototype and the Juvaquatre were few. The most significant was the fitment of wind-up windows in the doors. These replaced the sliding type on the first car. The radiator grille had been changed too. This had horizontal bars, in place of the vertical bars of the prototype. Some detail changes were also made to exterior trim. A useful feature was the folding rear seat, which increased the already generous luggage capacity. In fact, the interior and boot space were promoted by Renault as one of the most important benefits. The spare wheel was carried in a shaped compartment in the boot lid. This made it more accessible and even made more space available.

the Juva was launched in 1938, priced at 16,500 francs. It was competitively priced within the market, had been praised by the public, and advertised heavily, but sales were far lower than expected. During this first year, only 9000 were sold. The reason for the Juva's lack of success soon became evident. Renault's assessment of a market for a popular car had been accurate up to a point: it was now obvious that it must have four doors to appeal to the car owner with a family.

By the spring of 1939 Renault had produced a four-door version. It was an immediate success, and over the 18,000





were sold that year. these differed from the two-door model in that the front doors were hinged at the rear, at the central pillar.

Despite its success, the Juva was criticized for its remarkable resemblance to the Opel Kadette. This had perhaps been most evident when the new Renault appeared at the 1938 Salon de Berlin. As a footnote to this, the prototype's French name of "Junior" may be translated into the english "cadet." whatever the reasoning behind these similarities, the Opel was by all accounts far inferior to the Renault.

A two-door cabriolet, or roll-top version was also introduced. A four door roll-top prototype was also built but not put into production. Another version was a two-door, two seater coupe. Only around twenty of these were manufactured. From the end of 1939, Lockheed hydraulic brakes replaced the cable system. With the outbreak of war, car production came to a halt. Manufacture of the Juvaquatre stopped during the first months of 1940, and would not start again until the Liberation. The Régie National des Usines Renault was created on the 16th January, 1945. Reconstruction of the works and the start of production was the first priority of the nationalized company. Manufacture of the Juvaquatre actually started at the end of 1945, and a total of just five cars was completed that year.

The Renault works produced anything and everything in those first months. Repairing railroad cars, commercial vehicles and tractors, even manufacturing jerrycans. In 1946, car production started in earnest. Only the four-door saloon would now be built, together with a two-door light van.

The post-war Juva's all had the Lockheed brakes. They were also fitted with hydraulic dampers. The fuel tank was enlarged from 4.8 to 8.4 gallons. The spare wheel was now located inside the boot, to prevent theft. After all, tires were in very short supply. During 1946, 8,536 Juva saloons and vans left the production lines. Almost all were exported. The Juvaquatre was important to Renault in several ways. It allowed them to build up the workforce once more, and to start production without having to tool-up for a new model.

The exports also helped with the foreign exchange which was vital if Renault were to survive.

In the summer of 1947, production of the 4CV started. The Juva saloon was dropped after the 1948 motor show, but the van continued. In England the Juvaquatre was known as the Renault 8. It compared with the Ford 10 and the Standard 10 saloons. Tested there post war, the Juva had a top speed of just over 62 mph. Acceleration from 10 to 50 mph was was 26 seconds. Overall fuel consumption was between 35-40 miles per gallon.

Renault's new factory at Flins was nearing completion. Built for mass production, it would now manufacture the 4CV and the new Frégate saloon. Although Flins would have one of the world's largest body pressing plants, it would be some time before full capacity could be achieved. The manufacture of the Juva van bodysHELLS was subcontracted to Chausson coachworks. Chausson also produced wings and doors for the Frégate. Final assembly and finishing of the van was carried out side by side with the 4CV.

In 1951 the van was given side windows, and a removable rear bench seat. this "estate car" would from now on be the only version of the Juva built. In 1954, the side-valve engine was replaced by that from the 4CV. This unit was 747cc, the Juva now had a fiscal rating of 4CV.

the last change to the model was in April, 1956, at the Geneva Motor Show. With the introduction of the Dauphine, the Juva "estate" was renamed the Dauphinoise. The new model code was R2101. The Dauphinoise had the "Ventoux" engine from the Dauphine. In this version, the 845cc engine produced 26 bhp. The new model was also given a new and more practical rear door. The Dauphinoise continued until production ended in 1960. The Renault 4 was introduced later the same year.

Without the intervention of the war, the Juvaquatre would probably have developed in quite a different way. It was very successful for a brief period, and could show the direction that Louis Renault would have taken. We cannot know whether the 4CV was solely a product of the war. Whether it would have been produced in any case or if the Juva would have taken preference. It is perhaps a fairly pointless exercise to speculate. I think it is fair to say that the Régie used the Juva as they needed to, and that it served them and their customers well. In the end, it may be that 22 years of production should be left to speak for itself.



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