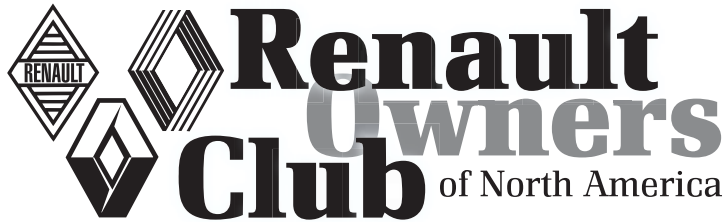


Renault News 74



4th Quarter 2004

Nov - Dec



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Renault Owner's Club of North America

www.renaultclub.us

email: info@renaultownersclub.org

Established in May, 1991, La Jolla, California, USA

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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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New Members: Send dues of US\$15 for **online membership** worldwide or **postal membership** US\$ 20 for the USA; US\$ 26 for Canada/México; or US\$ 30 for all other countries; as well as details of cars to the New Member Secretary:
Ray Dietz, (276) 638-8563; 1250 Lanier Rd, Martinsville, VA 24112-5212

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Editor's Message

Hello everyone

I hope everyone is getting along well. It has been a while since we talked about the club, and I have written this letter to include in the next issue of the Renault News due out next month. Let me know if you see any corrections, additions, subtractions, or any other opinions. The way I see it we are coming to another crossroads, and if we don't get some more help around here the club is going to start to drift again. The current officers we have are either over worked, or over committed elsewhere or a combination of both. Hopefully this letter will attract the additional leadership we desperately need. There is so much more we could be doing for our members if we only had the time to devote to the club.

Look forward to hearing from you

Marvin

A Call for Volunteers

Back in 1998 when I joined the club, it had no direction. This was a time of great growth. The club had about doubled in size over the past few years, mainly caused by the birth of the internet. I was in daily communication with several officers via e-mail, and many wonderful ideas were discussed but the club lacked leadership to implement them. The next two years were a time of transition and I went from new member, to editor, to officer. During that period we lost some talented people, but we assembled a core group that could work together and have moved forward.

Since the start of the new millennium we have made much progress, where many similar clubs have shrunk or disbanded we have continued to grow. During this period of growth we have only added four additional officers and only created three new offices. In all our club has less officers and advisors than when I originally joined. Now most of our

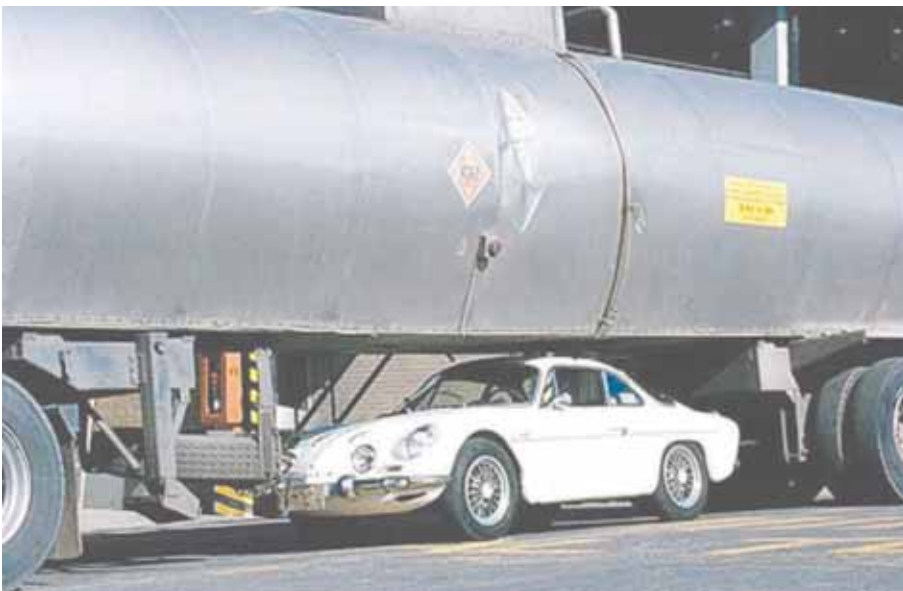
officers have hyphenated titles, or the name vacant is posted next to the office. The few of us that there are have had to take on more and more, and we are at a point where we must have additional help.

The sad thing is there is so much more the club could be doing for our members, but we don't have the manpower to provide additional services. There are many projects we have had on the back burner for years because our current officers don't have professional skills or expertise in various fields needed to implement them. If there is anything you can do to help the club, we would greatly appreciate it.

What sparked this request was that I recently received some bad news from our e-mail list editor, Giff Kucsma. He recently suffered a heart attack and while he is at home recovering he will no longer be able to fulfill his duties. So we need to find a new volunteer take over his position. His successor would need to have experience with some type of spreadsheet program to keep track of members as well as mass-mailing e-mailers. Giff can recommend the particular programs he uses and walk you through the process. Please contact me if you would be willing to take over this vital position

While we are advertising positions, it has been more than two years since we last produced a Registry/Directory. Since then our club has grown by 50 percent. If anyone has experience working with database software we could really use your help compiling all the data we have. This is a big job but once it is done a new Registry/Directory can be made in a matter of hours.

So if it is a one-time project or if you can devote a little time each week or each month to fill one of our staff position it would be greatly appreciated. If you think what can I offer? I am not knowledgeable about cars or publishing, etc, you would be surprised most of our current volunteers didn't have any particular experience when they started either. As you can see the club needs you. If you want to help please contact Marvin McFalls, 4804 Ball Camp Pike, Knoxville, TN 37921, H - 865-357-0995, E-mail: moose01@earthlink.net



Members Letters

From: Francisco Miranda/ Estudio 19
To: Marvin McFalls
Sent: Thursday, September 23, 2004 6:02 PM
Subject: A nice picture

Hello Marvin,

My friend Lorenzo Sendra sent me this picture of his car. I hope you also like it.

Bye,
Francisco

August 2004 New Online Members List

Keenly, Mike, 1024 College Ave., Menlo Park, CA 94025
H - 408-410-2201, E-mail: mkeenly@earthlink.net

The following is an address correction. I had spelled the street name incorrectly in the original submission. Originally road was spelled RYEN but it should be REYN. Timothy and Raine Stump, 4360 **Reyn**-Balt Road, Baltimore, OH 43105.

September 2004 New Online Members

Gruchala, Keith, 13902 Huston Street, Sherman Oaks, CA 91423 E-mail: morpheusfilm@hotmail.com

Hemphill, Ralph K. #161 Punta Banda, Baja, California, Mexico 22791 E-mail: kodatri@yahoo.com

Garcia, John F. 28 Poplar Street, Lodi, NJ 07644
E-mail: lodigarcia@aol.com

MacDuff, Dana, 1029 West Angeleno Avenue, Suite A, Burbank, CA 91506 E-mail: macduff55@sbcglobal.net

Matthias, Karl, 23 Orchard Lane, Columbus, OH 43214,
E-mail: karl@matthias.org

October 2004 New Online Members List

London Universal Publishing, P.O.Box 2479, Monterey, CA 93942 E-mail: sales@edyslexia.com

Herron, Pat, 4500 Dublin Road, Columbus, OH 43221
E-mail: phernon@allseasonsspas.net

October Online Renewals

Yvonne Best; Thea Barnes; Michael Sonderby; James Fisher

Online Members November 2004

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Jason Hixenbaugh, 1520 Jackson Street, Denver, CO 80206
E-mail: hix91@yahoo.com

Mark Christensen, 4928 Oak Terrace Drive, Los Angeles, CA 90042 E-mail: findartfilms@sbcglobal.net

Manuel Agulian, 1030 Altadena Drive, Pasadena, CA 91107
E-mail: lenaagulian@earthlink.net

Raymond Purcell, 339 Anclote Road, Tarpon Springs, FL 34689 E-mail: rpurcell1@tampabay.rr.com

David Martinez, 505 N. Roosevelt Blvd #B617, Falls Church, VA 22044 E-mail: mart0690@umn.edu

Frank Scherf, 2433 South 7th. Street, Springfield, IL 62703
E-mail: scherf@fgi.net

November Online Renewals

Michael Sonderby; Nick Cardaciotto; Dan Larson; David Mejia; Mike Malette

Update on Clayton Hoover

Story By Marvin McFalls, Photos from Hoover

If the name sounds vaguely familiar it should, Clayton has been a longtime member and one of the original organizers of the annual Carlisle meet. Clayton has been off the Renault grid for quite a while but all fears were confirmed at Carlisle early this year when he informed us that he was selling many of his Renault and getting married in California of all places.

Needless to say in June Clayton officially tied the knot and is now happily married, but reports of his demise were greatly exaggerated. Clayton not only continues to collect Renaults but he has added a couple more cars to his collection. These most recent additions are probably the most exotic Renaults in his collection. First he purchased a R15, which in Pennsylvania is very rare to say the least. Then he came across two LeCars for free in the Marketplace. It turns out that one of the cars was the actual prototype for the run of 2500 'Black Beauty' models back in the late 70s. While the car may never see the road again, it definitely a great piece of Renault History here in the U.S.

Clayton also tells me he is also looking at a R17 Gordini that he may purchase in the near future. However being that he may not be in Pennsylvania for much longer he is still trying to thin out his collection, so maybe you can make his father happy and buy a Renault from Clayton. He can be contacted at: claytonhoover@earthlink.net. Thanks for the update and don't be such a stranger.



Cit-Chat and BBQ at 2CVsRUs

From PCN

September 18, 2004 saw the 2nd Annual Cit-Chat and BBQ hosted by 2CVsRUs, better known as Axel Kaliske and Uschi Walter. As in 2003, many members came out of the woodwork for this afternoon potluck BBQ and a one of the last chances to have the cars out on a dry, sunny day! Cars attending numbered over 30 and likely around 50 people (plus some of the neighbors for the BBQ and chat).

The event kicked off around 1 pm and cars and people first trickled in, then came in a steady stream for most of the afternoon. The busiest part of the afternoon was from about 2 till 5, and for most of the afternoon there were 2 barbeques going full time.

As one would expect at a place called "2CVsRUs", the A-series cars dominated the attendance. However, there were numerous D series present, including the NWCOC debut of Peter DeBoldt's just restored 1972 wagon (well worth the wait!). In addition to the numerous Citroëns, Renault was represented with 2 models and there was even a Panhard. There was even a non-French car or two.

The non-parking areas of the yard were covered with tables full of food (covered with gauze to keep the bugs away), tables for eating, and sun-shades (more in case of rain than sun) and most available spots were quickly filled. Food and drink were consumed amid conversations about everything imaginable. An enjoyable afternoon was had by all, and everyone is looking forward to next year's event



Top: Greg Bruninga's R5; right, Lincoln's famous 2CV cake; left, Henry Reed's Dauphine; bottom, Panhard PL-17. Photos from Bibliopticus Alanskii.



Un Clásico de altura - A High level Classic

Story and Photos By Francisco Miranda

On October 3rd the Alpine Club was invited to this highly assisted event at the nearby city of Toluca at the Centro Cultural Mexiquense. Toluca is some 100 kilometers from Mexico City, and many cars of different clubs and associations took to the road on that sunny Sunday morning. The Alpine Club was represented by the following cars: Adrian Duarte - Clio V6 Phase I, Angel Espinosa - Fuego 2.2 liters, Juan Antonio Calvillo - Dinalpin A110 2 liters, Tomas Marin -R8S 1300cc, Jorge Alduncin - Dinalpin A110 1300cc and my Dauphine Gordini 1300cc.

This was not our typical large turnout, but the few models we had were in great condition, attracting many visitors and friends from other clubs. From the Toluca Club, we found a beautiful R12 break (station wagon). This car belonged to the present owner's grandfather and he was telling me that even when his grandfather retired from driving, everyday he cleaned his break and looked after it. It is kept very -well pampered- and it has only had a paint job (same original color). The engine has never been opened with less than 100,000 km (62,000 miles).

As you may see in the pictures, this event gathers a lot of visitors and cars alike. Some 200 cars in total were in display, making the day worthwhile for all of us who drove from Mexico City and the local people as well. A lot of vendors were making good business and although not many Renault parts, it is always interesting to look around for lost treasures. Food stands were also on hand with many -antojitos- assorted snacks of traditional Mexican food.

This event is always interesting to me, as they have two museums on the same grounds, Archeological and popular cultures, and it nice to visit and also cool down from the burning sun. For the children you find assorted games and cultural activities as well.

We spent a very nice day watching a lot of beautiful and interesting cars in the company of good friends and our families.



Road America 2004

Story and Photos by Terry Zabransky and Judy Napoleon

This year, when Judy and I attended the VSCDA Vintage Festival at Road America on September 17-19th, we were recipients of a special treat. Brad Stevens, the American Alpine A-310 club representative, flew in from New York to attend the meet with us. I have known Brad since 1995, but we had never met, so this was our first opportunity to actually see each other in the flesh. Brad flew in early Thursday and stayed with us until Tuesday.

Our second treat was we were able to drive the two Alpines and the Turbo 2 up together. We hadn't been able to do this in eleven years. So, on Friday morning at 6:30AM we headed out to Road America. Judy led in the A110 and Brad was next in the A310 and I brought up the rear in the Turbo 2. We had clear traffic and weather and made the trip in 2:20 hrs. After we registered, we went through tech inspection for our touring sessions on Saturday and Sunday. Then we headed to the tent we were sharing with our friends Jerry Gordon and Lance McDonald. This year Jerry didn't bring his A110, but he did bring his latest acquisition, a Crusader spec. racer. There were only 14 of these cars produced. Powered by a VW engine and lightweight, Jerry turned in some good times throughout the weekend.

We spent the rest of Friday at the track and watched practice until 5PM. We also visited with Yves Boode who was there with his Ensign open wheeler. Also present was Bob Youngdahl with his recently restored Archer Brothers Racing A110. Later that evening Brad, Judy, Lance, and I had a quiet dinner in Elkhart Lake.

Saturday morning, Brad and I were up early and drove to the track. There's nothing like the smell of tires and gas in the early AM. We watched Jerry practice and ten at noon we participated in the touring session. Judy took out the T2 and I was with Brad in the 310. Halfway through the session, we pitted and switched cars. We had about 45 minutes of track time and it was a gas! I hit 110 in the turbo and 115 in the 310 on the straight. We left the track about 5PM and then went to Seibken's Resort to attend the VSCDA dinner. Morgan was the featured marques this year, so we had speakers reminiscing about Morgans. There must have been thirty Morgans up for the event. The Trikes were great.

Sunday, up early again and to the track. Jerry raced at 11:30 and ran well. At noon we had our second touring session and used the same format as Saturday. What a blast, the Turbo 2 just 'squirts' through this track. We stayed late at the track and had dinner at the Elkhart Inn, good food at reasonable prices. We left the Motel at 8AM and were home in Morton Grove by 10:30. We spent the rest of the day relaxing and doing Alpine things.

Brad helped me clean the cars and put them in their cozy garage. Judy prepared a great BBQ and the three of us enjoyed the evening together. Tuesday I drove Brad to the airport and he was off to New York.

This was really a great weekend of cars, friends and good times! The weather was perfect, the cars were great to see and hear, and the conversations were many. You couldn't ask for more. A special thanks to Brad for making the trip. The event wouldn't have been the same without you!



Nology Clio V6

Model:
2001 Renault Clio V6
Engine:
V6
Transmission:
6 Speed
Exterior Color:
Silver
Interior Color:
Black & Carbon Fiber



Body:

- Side Air Intake Scoops - Carbon Fiber
- Rear Roof Wing - Carbon Fiber
- Rear Bumper Accent - Carbon Fiber
- Stainless Steel Mirror Covers - MOMO
- Vinyl Graphics - Digital Imagery
- The Rest - Bone Stock

Interior:

- Steering Wheel - MOMO
- Sport Seats - MOMO
- Racing Pedals - MOMO
- E-Brake Handle - MOMO
- Shifter - B&M Racing
- Door Sills, Engine Compartment Cover - Carbon Fiber

Carbon Fiber

- Sunglasses for Drive/Passenger - Dragon

Optical

Audio / Video System

- Speakers - Polk Audio
- DVD/CD - Alpine
- Amplifier - Massive Audio
- Cables - Scosche
- Nintendo Game Cube
- Batteries - Optima
- Installation by - 3T Motorsports

Suspension:

- Performance Lowering Springs - Eibach
- Wheels - O.Z.
- Front: 7x17
- Rear: 8.5x17
- Performance Tires - Yokohama ES100
- Front: 215/45ZR17
- Rear: 245/40ZR17

Engine:

- Ignition Upgrade - Nology
- Exhaust - Custom
- Nitrous Oxide System - NitrousExpress 100

HP

- Custom Valve Cover - Carbon Fiber
- Exhaust Tips - MOMO Carbon Fiber

2001 RENAULT CLIO SPORT 3.0L V6 The Sportiest of Compacts

There is an old saying “ you always want what you can't have”. How true this is.

When asking automotive enthusiasts, which car they are lusting for, one car is always in the very top portion of the list, if not the #1. And the car is not available in the US. It is a car that falls in the classification known as Sport Compacts and as far as we are concerned, it is “The Sportiest of Compacts”. The Renault Clio V6.

It is a testosterone loaded little road rocket with go-kart like handling. The car is hand assembled in Sweden by none other than TWR (Tom Walkinshaw Racing). There are less than 1600 of these hand-built wet-dream-on-wheels in the world and the only reason the car even exists is because Renault needed to homologate it to race it. You heard correctly - race it. The Clio V6 is essentially a slightly de-tuned version of the same car raced in the Clio Cup. And what is the Clio Cup you ask, only one of the most exiting racing series in Europe.

Consider the Clio V6 statistics. The car is not much bigger than a Civic hatchback, but it has a 250 horsepower (230 hp DIN) and a 3.0-liter V6 engine where normally the rear seat and luggage space would be. What a great concept. If the engine bay is too small, put the engine in the rear seat. Who needs passengers anyway? The race-bred suspension is tight and the exterior styling evokes responses from onlookers we cannot print here.

So when Nology chose the Clio V6 as their next project vehicle, they were faced with a dilemma. How do you improve a perfect car? And the answer is: by using the best aftermarket parts from the best manufacturers in the world.

Nology started by putting on the actual wheels that are used on the Clio Cup cars. 17 “ O.Z.s”, 7x17 in the front and 8.5x17 in the rear. Of course the tires had to be the new Yokohama AVS ES100. In the front they are 215/45's and in the rear they are 245/40's. These two modifications alone improved the handling tremendously. Next was the suspension, which was much more difficult than expected. The stock handling is already impeccable and the Yokohama tires and O.Z. wheels made further improvement almost impossible. It

took the knowledge of the engineers over at Eibach with their treasure chest of motorsport parts, to take the handling to a level that even surpasses racecar roadability. Several sets of special Eibach springs were needed to finally get it right. The result? We like it, we really like it.

What did we do to upgrade the brake system? Absolutely nothing! The car already has 13" ventilated monster discs on the front with hefty four-piston calipers that would smash your face against the windshield if it weren't for the four-point racing harness from Momo. Also from Momo are the racing seats, the steering wheel, pedals, e-brake handle, and anti-skid boards.

And just in case we get bored with the tremendous performance and handling, 3T Motorsports installed as much audio / video equipment as possible. Starting with an Alpine in-dash monitor with DVD player, the audio signals travel through Scosche wiring to a Massive Audio equalizer and 6-channel amplifier, finally reaching 3 sets of Momo components and a matching Momo

subwoofer built by Polk Audio. And believe me, if the screaming of the engine, or the G's when accelerating, or the light-headedness when cornering don't entertain you, the stereo will. As a matter of fact, you can FEEL it.

Next came the engine. How much power can the car handle? What mod's would not hurt reliability and drivability? The choice was easy: A two-stage 100 hp kit from Nitrous Express. We knew the engine could handle it. It is built to the highest standards. The engine block with all it's webbing looks like an IRL engine and going the nitrous round would not hurt drivability, because

the engine essentially stays stock. However, in order to assure ignition when that hundred-shot of nitrous hits the combustion chambers, we had to improve the ignition sys-

tem. There is nothing worse than a weak ignition and loads of nitrous. We installed Nology PowerCore coil amplifiers and Silverstone spark plugs, as well as a Nology PowerBand electronic engine management controller, which was only used to control the ignition timing. Without the PowerBand controller, detonation-caused meltdown would be assured. It looks like the laughing gas really works. Everyone who drove the car had a big smile on their face and no wonder, now, when you push that little button and activate the Nitrous Express Shark SX2 Nozzle, hold on, because now the car has 350 horsepower. Did anybody say slingshot? But pleeeeease make sure you keep your hand on the billet shift knob of the B&M short shifter while accelerating through the six-speed tranny so you don't miss a shift, or the engine will bounce off the rev limiter while you laugh yourself silly.

The Nology ignition upgrades also improved off-nitrous performance, as did the sport exhaust from Renault, which also added to the audible pleasure even before the engine reaches it's 7100 rpm redline. Not to mention the exhaust tips, which are so handsome, in a strictly mechanical design kind-of-way, of course.

Except for some cool graphics from Digital Imagery featuring the logo from Dragon Optical, which is the company who supplied all those cool shades the Nology guys are wearing, the exterior was unchanged. Why mess with perfection.

Next the Nology Clio V6 will go to the racetrack, skid pad and the dyno. Here is what we expect to see: 0-60 should be under 5 seconds and the car ought to rip through the 1/4 mile in the 11-second range at 120 to 130 mph. Estimated top speed is 160 mph. On the skid pad we hope to get above 1 g and in the slalom, even a Porsche GT 2 should have a hard time keeping up. Engine power is something like 250 hp stock, 300 hp 1st stage squeeze and 350 hp 2nd stage squeeze.





And there you have it. The Sportiest of Compacts, not coming to America soon. Keep wishing though.

RENAULT CLIO V-6 SPECIFICATIONS

ENGINE

Displacement: 2946 cc

Bore x Stroke: 87.0 x 82.6 mm

Cylinders: 6

Valves: 24

Injection: Bosch ME 7.4 sequential injection

Compression Ratio: 11.4:1

Maximum power (Stock): 250 bhp (230 DIN) at 6000 rpm

Maximum torque (Stock): 221 lbs/ft (30.6 mkg DIN) at 3750 rpm

Maximum power (Modified)

Nitrous Oxide – Stage 1: 300 bhp

Nitrous Oxide – Stage 2: 350 bhp

VEHICLE WEIGHT: 1335 kgs

NUMBER OF FORWARD GEARS: 6



BRAKING SYSTEM

Servo-assisted, diagonally split double circuit system

ABS with EBD (electronic brake distribution)

Ventilated disks

Front: 330mm with 4-piston calipers

Rear: 300mm with 2-piston calipers

STEERING

Power assisted rack and pinion.

2.75 turns lock to lock

PERFORMANCE (Stock)

0-62 mph: 6.4 seconds

Top Speed: 147 mph

PERFORMANCE (Modified)

0-62: 4.9 seconds

1/4 mile: 11.4 sec. at 122 mph

Top speed: 160 mph (Estimated)

Skid pad: 1.1 g's

MODIFICATIONS

ENGINE UPGRADES

Ignition Upgrade – NOLOGY

SX2 Dual Stage Nitrous Oxide Kit – NITROUS EXPRESS

B&M - Billet Short Shifter

SUSPENSION

EIBACH - Pro-Kit Lowering Springs

WHEELS

O.Z. WHEELS - SUPERTURISMO

FRONT 17x7 / REAR 17x8.5

TIRES

YOKOHAMA - AVS ES100

FRONT 215/45ZR17 / REAR 245/40ZR17



EXTERIOR UPGRADES

MOMO - Carbon-fiber Exhaust Tips
 DIGITAL IMAGERY - Vinyl Graphics

INTERIOR UPGRADES

MOMO - STREET RACER GT Adjustable Racing Seats, Street-legal Harnesses, TREK Steering Wheel, SUPERTURISMO Racing Pedals, PIT STOP E-brake Handle, Anti-skid Racing Plates

AUDIO UPGRADES

3T MOTORSPORTS - Audio System Builder / Installer
 POLK AUDIO - 3 pairs of MOMO MM6 6.5" Components and MOMO MM10 10" Subwoofer
 ALPINE - CVA-1003 In-dash 6.5" Motorized Monitor, DVA-5205 In-dash DVD Player
 MASSIVE AUDIO - RS 650 6-Channel Amplifier, EQ-2X Equalizer
 SCOSCHE - Audio Wiring Products

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Lane Museum

Stroy and Photos by Marvin McFalls

After my January 2003 visit to what would become the Lane Motor Museum, I knew this would be a terrific location for future meets. Jeff Lane even brought up the idea of having the club down for a meet. So after many scheduling snafus we finally found a weekend when everyone could attend. It turned out to be a very special day at the Museum, as Sam Posey from the Outdoor Life Network had come to the museum to see the Caldwell D7 Can Am car he had raced back in the 1960s. Also in attendance were the designer and chief mechanic, so it was a reunion of sorts to celebrate the museum's restoration of a wonderful piece of racing history.

On Friday evening my friend Marty, Sam and I loaded up our wares and headed out driving three Renaults: my GTA Convertible, Sam's 4-door Alliance, and a new vehicle that I recently purchased loaded up in a enclosed trailer. On Saturday morning we awoke and went out for a nice breakfast followed by a trip to the car wash. We needed to get our cars cleaned up before heading to the museum. We made it to the museum shortly after noon where I quick saw Brent and Pamela Bartley waiting for us next to Greg Laws GTA racer.

After getting reacquainted, we decided to go see how the event was progressing. On our way into the museum, I ran into Greg Laws and his brother-in-law Jason Reyes. Once inside I saw the museum was very busy with most of the guests standing in line for autographs and asking questions of the team. The Lane museum isn't your average museum full of static pieces, as they were allowing guests to slide behind the wheel of the Caldwell D7.

As we began to check out some of the other cars on display I noticed a man wearing a Renault racing shirt, I went over and introduced myself. It was Peter Fox. Peter is one of our new members and he had flown in all the way from New York to attend the event. With Peter, Greg, and myself all wearing Renault F1 shirts I figured this was a photo opportunity not to be passed up.



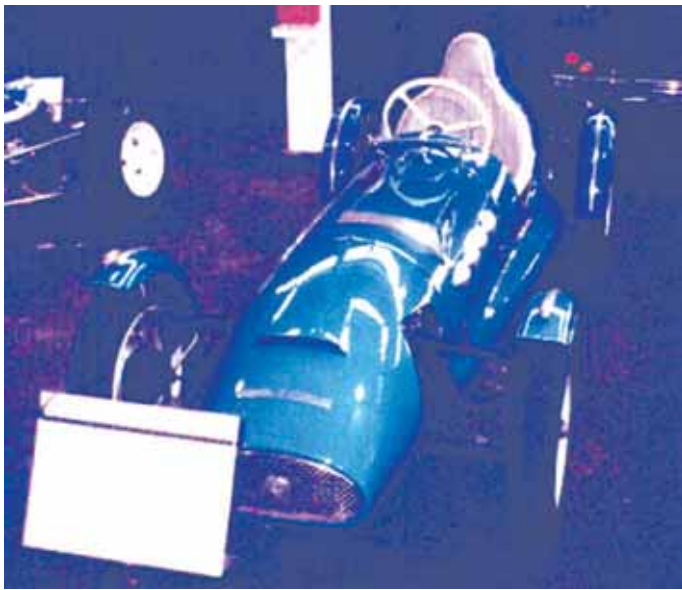


As we continued to flow around all the wonderful cars, Jonathan Burnette soon joined us. Jonathan had drive nearly 900 miles from Texas in his 1965 Matra dJet. This was a real treat for Jeff Lane. Jeff owns three dJets. He said this was the first time he had ever seen one on the road. One of the cars was proudly displayed in the museum, and later in the afternoon Jeff would take us down into the bowels of museum to see the other two. One car was just starting to be taken apart, and the other was nearly completely restored, wit a fresh coat of French Racing Blue paint.



By 2PM everyone was either hungry or ready to check-in to the hotel. So Brent, Pam, Jonathan, and I went back to the hotel and Marty, Sam, Greg and the guys went for some lunch. After getting checked in and cleaned up a bit we grabbed a couple tacos and headed back to the museum. As we arrived Sam Posey was test driving the wind wagon. To say the least this was a very crude vehicle with a Harley V-twin powering an airplane prop. The driver sat low only a few inches off the ground and the motor was mounted about three feet above your head. None the less it was an interesting sight.





By now we were determined to slowly walk through and see all the cars, motorcycles, and military vehicles on exhibit. With more than a hundred vehicles on display this was a very enjoyable afternoon. By about 3:30PM Peter had already left for the day which was too bad because Sam Posey decided to take the Caldwell D7 for a ride, after doing a couple donuts around the parking lot. Now Greg and Jason decided to go to their hotel so we decided to cancel the swapmeet until tomorrow and go back to our hotel for a picnic. But before leaving we had to take one last look before leaving. Somehow we had never gone through the art gallery so we all went through as a group



Marty took the role of chef and I set everything up. The hotel had a nice picnic area out back, which made for a great gathering. After a wonderful meal, thanks for the steak Marty! Jonathan and I decided to take a ride in the convertible. We ended up down town and drove around checking out the nightlife. It was a perfect evening for a ride in a convertible. When we returned everyone was still sitting out at the picnic area, so we picked right back up with the car talk probably boring Pamela to tears. She decided to go back to her room.





After a while we decided to break up the party. Sam and Marty wanted to take the convertible for a ride and run a few errands, while Jonathan, Brent, and I went to the room and sat down to make plans for future events. By 10PM the guys had returned and the car talk continued next thing you know it was about 11:30. I decided that Sam and I had better go to our room or we would probably be up all night.



We had a wonderful time at the Lane Museum. Special thanks to Jimmy Carter for going out of his way to meet our needs, as always Jeff and Susan Lane were gracious hosts. We were disappointed that we weren't able to go down stairs and see many of the unique cars that weren't currently being displayed, but that obviously gives us reason for a return trip.



On Sunday morning instead of going back to the museum, we headed out to the racetrack early. I was sorry we missed our friend Denny Pemberton from Oak Ridge who didn't make it Saturday afternoon. Denny was a Citroën dealer back in the late 60s and 70s and he drove over to the museum on Sunday in his 1937 Traction Avant. That had to be a nice sight when he pulled in the lot. For all of our friends that wanted to attend but couldn't, never fear we will try to set up another event in the next year or so. The Lane Motor Museum is definitely a pilgrimage for any automobile enthusiast but especially those that have the sickness of loving and owning French cars.



Photos on this page are by Marvin McFalls, Pete Smay and from Bibliopticus Alanskii. Tatra Truck is pictured at the ICCCR event in Amherst, MA.

Nashville Superspeedway

By Marvin McFalls

Following a wonderful day at the Lane Museum we awoke early Sunday morning and began preparing for the drive to the track. Having never been to the circuit we found directions hard to come by from the locals so I called my friend Garrett who lives in the area. He directed us and we were on our way. After a quick breakfast we arrived at the track around 9:30AM. Greg Laws was already there, and we had to hustle to get our car out of the trailer and get it prepared for racing. By 10AM we were registered and we walked the track with Greg and his co-driver Jason Reyes. This was the first time in many years either Marty or myself had driven Solo II. Racing was scheduled to begin at 10:30 but we were delayed until almost 11AM with problems with timing system.

As expected on our first run, we both had a DNF as Marty missed a gate and he guided me the wrong way as my navigator. However, it was a very difficult course and you can imagine how much harder it is to follow those little orange cones than an actual course. On our second run we were much more comfortable and were both able to record official times and on the third and final run of the morning session Marty improved his initial time by nearly two seconds. I however didn't do as well. I had Jason ride with me and confusion reigned. However I did pick up a few pointers from Jason that would help me throughout the afternoon session.

Now it was Greg and Jason's turn to drive. As they were experienced drivers they took Sam, Jonathan, and Peter Fox with them on their runs. It was a very competitive race between the two but Greg never had a clean run, he knocked down one cone each time through. Meanwhile Marty and I were working the corner reporting knocked down cones and DNFs. At the end of their three runs Jason beat Greg by less than two seconds. In case you are wondering, the penalty for knocking over a cone is two seconds. Needless to say it was a very competitive race. It turned out that their personal battle was also the battle for the class win, as Jason ended up winning the trophy. Unfortunately they weren't able to stay for the afternoon session as they had more than 600 miles to drive before work the next day.



In the second session both Marty and I had better runs, and we took Sam and Jonathan with us on our first two runs. Unfortunately it seemed like the car was having a very difficult time taking off, and when we would let off the gas it stopped rather quickly. Before our last run we discovered that our brake caliper was dragging on the rotor. It turns out the bushings in the caliper were worn and it actually caused it to move enough to rub against the rotor. We also found that previous owners removing of the power steering pump wasn't the best of ideas for this type of racing. Before our next race in November we plan to repair these problems and work on a few other things that need attention. For our first time racing and with all the problems we had our best time was only about four seconds off the pace of our class winner.

Following the races we met our friends Garrett and Miller at the Cracker Barrel for dinner. They had not been able to meet us at the museum on Saturday and so they came to Lebanon to see how we did and check out car. After dinner Marty took my GTA and headed back to Knoxville, while Sam and I were talking with Garrett and Miller and showing them the racer. As we were getting ready to leave I received a call from Marty that there had been wreck and the interstate was blocked. Unfortunately we would have to go about thirty miles out of our way to avoid the congestion on the interstate. Luckily we made it back to the interstate right as it was getting dark. We completed what had to be the longest trip between Lebanon and Knoxville arriving at the Renault Farm about 10:30 PM. After parking the truck and trailer, I said goodbye to Sam and headed to my house. I made it home shortly after 11 PM. What an exciting weekend!

We look forward to sizing up the local competition at the next event, and then decide which class we will race in next season. I really appreciate all of Greg's help, and he even gave us a rulebook that should be very helpful in choosing which class we compete in. We hope this can be a good hobby, as well as a way to give additional exposure to the club. If the format remains the same at Carlisle, we even plan to give club members an opportunity to drive the car at the driving school adjacent to the fairgrounds.



2004 SCCA Solo II Nationals

By Greg Laws

It was all part of my master plan to lull the FSP competition to sleep this year so that next year the Phrog could overwhelm them in complete surprise in 2005. That's my story and I'm s-s-s-s-sticking to it.

Or maybe the Force just wasn't with Team Phrog for these Nationals.

The car was running great -- best that it ever has -- but the results were ugly. My first run on Tuesday was very encouraging. I was close enough to the leaders that I felt that we were in contention for a mid-to-lower trophy. With 41 entries, they pay out to 11th place and I would have been delighted with even that 11th place trophy but it was not to be. I blew the 2nd run by over-cooking a corner and whacking the exit cone. Then I REALLY screwed up the run by losing concentration and letting my mind think about that cone and how I happened to hit it and what to do next time, etc. By the time I woke up and thought about where I was going I had completely missed the next gate! Drove right past it! DNF. I was really kicking myself about that but the run had already been ruined by the cone so it didn't really matter.

I was totally pumped and ready for the 3rd run but then the Phrog became ill. The engine suddenly started crapping out all the way around the course and so that last run was shot too. The cause of the problem was easily apparent when we opened the hood for impound. The upper left float bowl screw had un-screwed itself with the screw left 2" out with its head resting on the valve cover of the engine! There had not been any fuel leakage but the air leak had screwed up the fuel metering big-time. Then it got real scary when I went to tighten it and checked the other screws too. ALL the other three screws were 'less' than finger tight! The Phrog had been within a heartbeat of having the float bowl come loose to dump gas onto the hot exhaust header! It would have been Phrog bar-b-que and I would have lost the car. I turned pale and had to sit down after seeing that! Maybe the Force was with us after all...

The root of the problem was that I had just replaced the old Holly float bowl gaskets with brand-new blue plastic ones. It was the first time that I had used this type of gasket. I had used a screwdriver-type nut driver to seat the screws and I had cranked them down pretty tight. It turns out that these new, thick gaskets crush quite a bit and my hand-tightening



them hadn't gotten the job done. The gaskets had crushed out from under the screws, removing tension from them and allowing the screws to loosen. It turns out that one has to use a small ratchet to crush the gaskets completely, at least on the initial use, and this was something that I hadn't known. I do now!

So on Tuesday I had sunk from a very promising start to deeply in the bottom half of the group through two errors, one driving error and one mechanical assembly error. Rats. Then on Wednesday it rained. I didn't have rain tires but others did, and I've never been the best driver in the rain anyway. It wasn't pretty. The course started to dry out a bit by my final run and I drove with all that I had. It was easily my best run and probably would have been mid-pack competitive but at the last cone before the finish I came in a bit too hot and lost rear end traction on the wet asphalt. The car snapped into a big spin and that was that. Time to go home.

I didn't go home empty-handed however. For the past couple of years there has been an imaginary "RENAULT CUP" that has been traded back & forth between Dan Marx (from Illinois) and me. Dan and I combined are the entire United States Renault racing effort in any major automotive competition that we know of. He has a blue R5 known as the "Leaker" (a variation on the model name of LeCar). Dan didn't get the Leaker put together from a major engine overhaul in time for the Nationals this year but he did find time to create an actual, physical trophy for our little contest. I had been the faster of the two entries in 2002. Dan had sneaked by me in 2003, and now I was the sole Renault entrant in 2004. Dan presented the Renault Cup to me as a traveling trophy with all due ceremony in the grid at the Nationals on Wednesday. It was raining, of course, and the trophy was wrapped in a Shop 'n Save blue plastic shopping bag but it was presented with great pomp and circumstance regardless. I was delighted to receive it and will have my own touches added to it before the 2005 Nationals.

I'm already making plans and looking forward to 2005. After being rained on two years in a row I'm ready for dry days at the 2005 event! It's going to be really great fun, and I'm aiming to keep the RENAULT CUP then too! :-)



Monterey Historics

Story and Photos By Marvin McFalls

Jonathan and I awoke early Saturday morning and enjoyed a wonderful breakfast at our hotel and by 8AM we were on our way Laguna Seca. For anyone who has spent any time in California you know how much the weather can change in 60 miles. When we left our hotel south of San Jose it was warm and sunny, but as we grew nearer to the ocean and our destination it became overcast and windy. By the time we parked our car it became clear that our shorts and t-shirts wouldn't cut it, so we changed clothes, it was on with the jeans and jackets. It isn't like it was cold, but 62 degrees with a fifteen-mph wind in the middle of August is a bit unusual.

While the weather wasn't the greatest, the cars more than made up for it. In attendance were more than 400 historic racers from all over the world. Unlike most vintage or historic events, participation is by invitation only. Of the cars competing one in four was a Ferrari, and there were probably another 100 Ferraris were displayed in the concours area inside the track. Needless to say I believe you would be hard pressed to find more Ferraris in one place even in Italy.

Beside Ferrari, all the other top racing makes were also in attendance including Porsche, Jaguar, Bugatti, Lotus, Alfa Romeo, Maserati, Shelby, Corvette, and countless others. The Pre-war divisions included many French Makes including Talbot, Delahaye, and Bugatti. However one of the most exciting cars at the event was a 1914 Peugeot. The car had originally been built to race at the Indianapolis 500, which it did and had won and even set a track record. Much to my surprise this wasn't a static museum piece as later that day it was on the track touring the circuit. While there weren't any Post-war French racers competing we did see several cars with Panhard engines and many other with Renault gearboxes. Needless to say it wasn't the greatest event for Francophiles, but the overall quality of cars more than made up for lack French models.

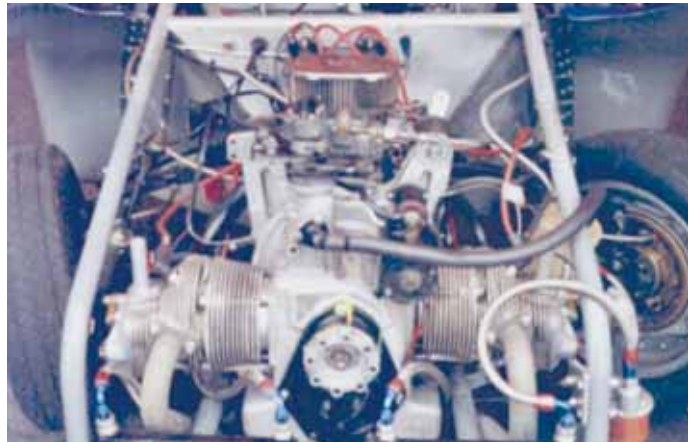
Each day there were seven feature races, while Saturday's races weren't as memorable, we saw some great racing from early fifties racers including Ferrari, Jaguar, and Alfa Romeo. The highlight of this day wasn't the D-Type beating the Ferrari, but rather back in seventh place where 75 year old Phil Hill, America's only F1 World Champion battling in a 1952 Alfa. It is truly amazing the number of racing legends that were in attendance over the weekend. We also saw the most expensive Historic Race ever run. The special race featured Ferrari 250 GT and GTOs. It was said that there were 24 Ferrari GTOs of the only 32 originally built. While I am sure not all these cars were original GTOs with a pricetag of about 5 million dollars each it was estimated the value of the more than forty cars in the race was in the neighborhood of 200 million dollars.

Following the last race of the afternoon, we were off to Monterey Bay. The entire weekend is car related, with the biggest attractions being the Pebble Beach Concours and The Quail, a Motorsports Gathering. However if you are looking for more bang for you buck the annual auto auctions are a nice treat. After a quick trip to the bay it was off to the auction, while we didn't see anything we wanted to bid on, it is quite exciting just watching, seeing other people spending thousands, even hundreds of thousands gets your blood pumping. As the auctions began to wane we decided to head back to the Hotel and get some rest.

We awoke early Sunday morning but instead of heading to the track we made a side trip to Berkley for Jacques. We picked up some Caravelle parts and then left the Bay Area, there was very little traffic and we made terrific time arrive at Laguna Seca shortly before noon. We enjoyed a nice lunch up on hill in view of the Michelin Bridge. After lunch we move to the backstretch where we were able to see the F2003 GA Ferrari attempt to break the track record. Unfortunately with the grooved tires mandated by the FIA, Last year's Ferrari was no match for the pace set by Alex Zanardi about five years earlier in a Turbo-charged Champ car. However it was still quite a sight, seeing the Ferrari reach speeds of over 200mph and nearly 19,000 rpms.

The rest of the afternoon featured very exciting racing. The first race featured sportscars from the late 50's and was dominated by the Corvette. Next came a GT series Shelby/Ferrari battle with Derrick Bell driving a Shelby Daytona against a field full of Ferraris. Following an under 2500cc prototype race, came a 1970s F1 reunion. It was amazing the difference in cars from 1971 to 1979. For the final race of the day we moved to the main grandstand across from the Michelin Bridge where we saw a battle of the monster prototypes. Nearly every car in the race had more than 500 hp except for the Porsche 908. The 908 is the little sister to the famous 917 which won at LeMans numerous times. The 908 was built for shorter races like Sebring and Targa Florio. While it lacked the grunt of its big brother, the car handled incredibly, and in the hands of experienced pilot, Brian Redmond he was able to hold off all challengers including a Lola Prototype with nearly 600 hp.

What a great day of racing! Before leaving and fighting all the traffic we made one last visit to the paddock to see if the vendors had any last minute bargains. Unfortunately bargains were few and far between at this meet, but in spite of the expense we had a wonderful time and look forward to visiting again in a few years. Who knows, maybe one day they will even have French Cars as the featured make. Regardless, if you ever have a chance to attend the Monterey Historics, I highly recommend it, you just won't see more or better Historic racing anywhere in the U.S.



To Drive or Not to Drive

By Ray Dietz

The question my wife and I had been discussing for months was whether to drive our 1981 R18i Wagon from Virginia to Denver and back or whether to fly. If we flew, she would be greatly relieved since the R18i, which we bought new in November of 1980 had 227,000 miles on the clock. I on the other hand would be disappointed because I would be able to bring 200 Piano rolls for the flea market at the Automated Musical Instruments Collectors Association convention. After many, many long discussions it was decided if that I were foolish enough to take the risk, I would suffer the consequences when the car broke down, and she would be able to say "I told you so." To me that seemed like a fairly reasonable solution because I had great confidence in the cars' ability to survive the trip.

Now I had to make sure that everything was in perfect order and select a list of spare parts to take just in case of a disaster. After checking everything all I could find was a noisy cooling fan. I pulled the fan and greased the bearings and that solved that problem. I assembled what I thought would be the necessary spare parts. All the parts fit into two of Sears finest plastic tool boxes, with the exception of a water pump, spare headlight, gallon of antifreeze, two quarts of Pennzoil, one quart of power steering fluid, a spare front axle and just in case my confidence was misplaced, a tow bar. Along with all the parts were two boxes of tools, one of which weighed close to fifty pounds.

It soon became obvious all of this wouldn't fit in the car along with seven large plastic storage bins with piano rolls plus luggage. The solution was to remove the rear seat from the vehicle. I always marvel at how easy the 18i is to work on and removal of the seat was no exception. After much geometrics, everything found a place, including two large suitcases, three hanging bags, one gym bag and small cooler, a shoe bag, and a case of wine.

We left at 7AM on July 28th, filled up and headed for our first stop Powder Springs, GA some 400 miles away. While this stop was out of the way, we just had to take in our grandsons wedding. Once in Georgia we made another side trip to Anniston, AL to visit friend. Following the wedding on August 1st we left for Denver at 2PM. By 8PM we reached Paducah, KY where we spent the night. The next morning we left Paducah and traveled more than 500 miles to Topeka, Kansas.

The only problem so far was that the A/C condensate drain plugged up and trickled water onto the passenger side floor. A fifteen minute repair. On Tuesday the third head towards Abilene where we visited the Eisenhower Home. What a beautiful layout of a museum, library, and home. We also discovered that Abilene had a Carousel so we just couldn't resist taking a ride. After lunch we headed back to I-70 and after about three hours of driving I discovered the car was running hot. Headed into a rest stop and noticed that neither cooling fan was working. After removing the grill and opening the relay box, I felt sure I had discovered the problem. One of the relays was partially melted. After carefully prying it away from the plug block,

and getting the spare from my parts collection, sure enough my fans started up right away. I was waiting for the "I told you so" but instead I received an accolade with the comment "I've been timing you and you had the whole thing repaired and underway in 19 minutes." We arrived in Burlington, Colorado at 4:30 PM and stopped for the night.

The next morning we went to the fairgrounds to ride the Kit Carson Carousel, but it didn't open til 1PM, oh well, next time. Only 180 miles to Denver so we took it easy and saw a local NAPA in Strasburg, CO, Nancy suggested we check to see if they had another fan relay. "No Chance" I said reasoning a relay for a 23 year old Renault would be lying around on the shelf. But just to appease her, we pulled in. I marched in with the burned up relay, after the owner asked me a few questions he returned with two, one with a bracket and one without. I needed the one with bracket but bought both of them. Meanwhile Nancy was talking with some of the locals and found out the best place in town to eat. Incidentally, this was not only the best but it was the only restaurant. Coffee was 50 cents a cup, \$1.00 an hour, \$4.00 for all day or \$4.50 for all day with an hour out for lunch at home, and the prices doubled if you bang your cup or snap your fingers. After lunch we headed in to Denver and checked into our hotel.

We had a wonderful time at the convention and on Monday morning we headed east with a somewhat lighter load after moderate success at the flea market. On the way back we stopped at the Kit Carson Carousel and this time we were able to ride. With that accomplished we headed north to Smith Center, KS to see an old Army Buddy. Tuesday started with an early breakfast with the goal of reaching Springfield, IL by the end of the day. However there was a traffic jam that we diverted around and took us all the way to Vandalia before we could find another hotel. It was 9:30PM and the diner attached to the hotel closed at ten so we were just able to sit down for a nice meal before closing.

Needless to say we slept in and got a late start on Wednesday. The traffic was quite light until Louisville, KY. We continued on to Huntington, WV but couldn't find a hotel as they all were full. We finally found the last room in Teays Valley, WV. Thursday was a piece of cake with only 280 miles to go to home in Martinsville, VA. Heavy rain all day but we took time to stop in Blacksburg for Lunch and to see some friends. Then it was on to home where we pulled in the driveway at 5:30PM. A great trip, in a reliable 23 year old Renault 18i wagon which clock then read 231,134 miles. Would we do it again? Of course, Maybe, Definitely Not; you pick the answer.

Trip Log:	East to West	West to East
Total Mileage:	2070 miles	1844 miles
Total Fuel:	61.8 gal	53.0 gal
MPG:	33.495 mpg	34.792 mpg

Renault Avantage

By Marvin McFalls

For those of you who remember the story from Retromobile earlier this year, there is one footnote that needs to be added. I mentioned how my friend Jean-Jacques looked at a Renault Avantage diecast, but what he was really interested in was buying a full-scale version. During the summer he decided to make the jump and he began looking for a fully loaded Avantage with the V6 engine.

In order to purchase the car several things had to happen. His son Mark wanted to buy his Mégane Wagon, but in order to do that he had to sell his Clio. Also Jean-Jacques had to buy a second car to use to drive to work for the next couple of years until he retires. At nearly \$6 a gallon for fuel the Avantage is certainly not for everyday driving. Claude was able to find him a base model 205 Peugeot that was perfect for everyday use.

Once all the above obstacles were cleared he found a very nice Avantage and to break it in took it on summer holiday to the Alps. As you can see in the cover photo it is a beauty, and the Alps aren't half-bad either. Also in the other photo you can see that it came with a custom car cover.



Matra Sport did a very nice job designing these cars it is just a shame they weren't able to build them on schedule. By the time most customers' cars were ready they had either bought something else, or were so frustrated with the long wait that they never truly enjoyed them.

However in Jean-Jacques' case I don't think this was a problem, for him the wait made it that much more enjoyable when he finally received his Avantage. He has invited me to come back to France to take the Avantage for a test drive, I guess this is one more reason for a return trip to France. At this point I am probably approaching 10,000 reasons for a return trip, so hopefully it won't be much longer.



These Avantage photos, above and below, were taken on the street in Paris, summer 2003. The car's owner is unknown. Photos at bottom are from Science City, the exhibit was called "Age of Aluminium" featuring several Renaults. Photos from Bibliopticus Alanskii.



Best of France and Italy 2004

Story by Kurt Triffet, Photos by author and A. Meyer

Rain was forecast for Sunday, November 7th at Woodley Park, in Van Nuys, but that didn't dampen the turnout (much) for the largest meet of French and Italian cars in Southern California.

I now live an hour away from the meet, and the thought of driving my '67 Caravelle to and from in the rain with the wiper motor out made me not bring it this year. I was regretful once I saw the turnout and how light the rain turned out to be - likewise for a couple other club members.

Our So Cal contingency met before the show at Jerry's Deli in Encino. Jacques Lynn and his friend Sharon drove up from the San Diego area, staying overnight with Dene and Pat Barrett in Frazier Park before all four driving down the next morning. Other club members at our club breakfast gathering were Joe Hernandez, Chris Davidson, Jim Miller (with friend, Guy) and a couple others. When we arrived at the show shortly around 9, it was well underway, with some pretty fabulous cars.

Renault cars in attendance were Jim Miller's very nice '68 R10, Keith Gruchala and his '66 Caravelle (fitted with an 810 motor), Gail Blamires and her green '66 R10, Milt Simon and his '64 Dauphine, Bob Hayes and his '61 4CV



(with R10 motor) and a large showing of R5. We also ran into Allan Meyer (also affiliated with the Citroën Car Club - who showed in full-force) and Tate Casey and his wife, who brought a Ferrari to show.

Besides the wonderful vintage Fiats and Alfas, newer Ferrari, cars such as a Simca Plein Ciel, three Facels and some classic Lancias (including a stunning 1927) were quite fun to see. Tonight Show host and car enthusiast Jay Leno (who shows here every year) came in a 1915 Hispano Suiza.

Light rain hit the show about 10AM, and aside from the parts swap meet end of the show running for cover (soggy shop manuals don't sell well), most all endured the rain until the skies broke about 11:30. This was a great show and you can bet that next year, my wipers will be working!



ANOTHER FIRST... FOR RENAULT '51

Renault de-luxe stock sedan captures first place in International Grand Prix.



Motorists the world over, know the gruelling hazards of the International Grand Prix held annually over a closed course including every type of road, at Le Mans, France. Driving continuously for 24 hours, two non-professionals brought the Renault '51 de-luxe four passenger stock sedan first across the finish line to achieve a magnificent victory in the 1100 C. C. class.

This new Renault '51 is the only foreign car built especially for American roads. Before it was placed in production in Europe's largest automotive works, at Billancourt, France, it was tested and re-tested by crews of engineers over every kind of American road—and at every temperature from Maine's 20° below to Imperial Valley's 120° above zero.

With the engine in the rear (where it should be) this newest Renault travels 45-50 miles to the gallon. Only two quarts of oil fills the crankcase. Roll-down windows and improved wind deflectors provide ample no-draft ventilation. Its carburetor has been improved. Monocoque welded steel body construction provides greater safety and eliminates squeaks and rattles, while independent four wheel springing makes even the longest drive a pleasure.

Get behind the wheel of the new Renault '51 sedan and you will soon see why it won the International Grand Prix! An authorized Renault dealer near you—with factory service and ample spare parts . . . is waiting to give you the ride of your life in the Renault '51!

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