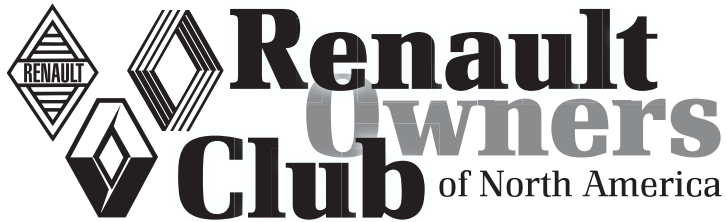


# Renault News 76



2nd Quarter 2005

May - June



Photo from Dan Barton

## Renault's Collection - page 12

New Members	03	Renault F1	09
Events List	03	RetroMobile 2005	10
Letters	05	Along for the Ride	14
How to Beat High Gas Prices	05	NWCOC Tulip Tour	16
Amelia Island Concours	06	May Meet 2005	17
Interesting Sighting in Monaco	07	Italian-French Car Show	18
Mégane in Michigan	08	Another 4 CV Mystery?	19

# Renault Owner's Club of North America

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

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**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:

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## Renault Club Tentative Events and Race Schedule 2005

Date(s)	State	Location	Event Information
AUG 14	TN	LMU Harrogate	ETRSCCA Solo II
SEP (TBA)	GA	Dalton	Borderline Road Rally (SCCA)
SEP 18	TN	Greenville	ETRSCCA Solo II
SEP 24 - 25	OH	Dayton	Orphan Car Show and Rally
OCT 16	TN	Sevierville	ETRSCCA Solo II
NOV 6	CA	Van Nuys	Best of France and Italy, at Woodley Park
NOV 6	TN	LMU Harrogate	ETRSCCA Solo II (if necessary)
NOV 25 - 28	DF	Mexico City	Acapulco Rally

\* ETRSCCA local championship consists of twelve events with top seven finishes counting towards the championship. Races take place on Sundays throughout East Tennessee in Harrogate, Oak Ridge, Sevierville, and Greeneville.

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Gerald Kling  
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Manickchand, Ryan  
Michael Buss  
Frances Henslee  
Agustin Amador



## Letters

I am racing a Lotus Europa with Renault 807/821 blocks. The engine has about 14:1 compression causing the starter to be barely functional. I have to prime the carb with starter fluid and try to catch the engine on the first turn of the crank or I am in deep trouble and have to push start.

Somewhere on the Renault web site, I saw a reference to a super starter for the engine.

Could you put out a general inquiry to see if someone knows where this starter is available?

Thanks for your help.

Larry Savage  
574-262-3960

## Challenger Motor Car Registry

We would like to document the whereabouts and history of Citroens, Renaults and other marques imported to the USA by Challenger Motors of Los Angeles, CA. Challenger Motors, a.k.a. Challenger Motor Car Company started business circa 1938, and is known to have imported Citroen Traction Avant sedan and convertible models, and at least one Citroen Diesel truck and Renault Juvaquatre. All vehicles were re-badged as "Challenger" and titled as such. Before World War II the location was 1355 So. Flower Street in Los Angeles. Later the business moved to Melrose Ave. at Seward under owner Charlie Dirscherl (1907 - 2000) where it was located until closing in Sept. 1997. Please contact P.O. Box 1939, Vashon, WA 98070 with the year, and model of car, or email Lincoln Sarmanian at: [lsarmanian@scientechn.com](mailto:lsarmanian@scientechn.com)

## How to Avoid High Gas Prices

By Marvin McFalls

In today's world of soaring gas prices, which I heard just reached three dollars yesterday in California; many people are looking for ways to save money. Talk about alternative fuels is all the latest rave, I have even heard of one person planning to grow his own vegetables and produce his own Bio Diesel. Myself, I have been toying with the idea of putting together a car that runs on ethanol. I have even reverted to using public transportation when it is possible.

Club member, Tim Stump is way ahead of us. Back in 2000 when prices reached two dollars for the first time, he bought a Honda Element Hybrid. At more than 60 mpg it was a start but he figured there had to be something better out there. Tim's commute back and forth to work was only around twenty miles, so he started looking into the possibility of an electric car. On eBay he was able to find a Renault LeCar 'Lectric Leopard' and he just had to bid on it. He won the auction and brought home his new project.



He did a little work and he was able to get the car running but 52 mph was the cars top speed, however many improvements have been made in electric cars since the late 1970s. After updating many of the components and replacing all twelve of the batteries, the electric LeCar is nearly as fast as the animal it is named after. Currently it has a top speed of 60mph and maximum range of about 40 miles per charge. Tim drives the car daily, and is actually looking to buy more of these endangered species. Tim has been looking for ways to lighten the car to make it faster, but it probably isn't worth the expense for the few additional MPH he could gain.

Now for the bottom line, if he doesn't run the batteries down but about half way and recharge it every twenty miles or so it costs about thirty-five cents to recharge. Overall Tim has invested about \$5000 in the car, but if fuel prices continue to climb he should save what he has invested in gas by sometime next year. Obviously with a maximum range of about fifty miles you won't be driving a electric car across the country anytime soon, but on "little trips" it is very useful and the only forms of transportation that are probably cheaper would be a 50cc scooter or moped as well as bicycle or walking. Tim may be on to something.



# Amelia Island Concours

Story and photos by Marvin McFalls

Following my return from Paris I only had a few weeks to get ready for my annual spring trip to Florida. Among the many stops I made during my week included: Orlando, Bike Week in Daytona, St. Augustine, New Smyrna Beach, and Jacksonville. However the highlight of the trip had to be the Amelia Island Concours. This is an annual event at the magnificent Ritz Carlton on Amelia Island. This is about as close as you can get to the Pebble Beach Concours if you live on the East Coast. Like Pebble Beach the car show takes place on the golf course.

I arrived on Friday morning, and after parking on the driving range, I was transported to the hotel on a golf cart. As I was pulling in more than a dozen Alfa Romeos were heading out on a Road Tour. Alfa was the featured make of the show, for me this was a breath of fresh air. I can't remember the last time I went to a show or a race and the featured make wasn't Ferrari, Mercedes, Rolls Royce, or Lotus. I have always been a big fan of Alfa styling so this was a real treat.

After arriving I tried to catch up with the other two club members and fellow Tennessean's who were also at the show. I looked for Jeff Lane and his unique 1928 Martin. This is one of his most unusual cars as it was built by an airplane manufacturer and it is actually driven by cable controls rather than a steering wheel. It was pictured in issue #74 of the Renault News. Unfortunately Jeff and his car had not yet checked in. Meanwhile Don Polak, another Nashville resident, was out on one of the tours in his Alpine 110. So it looked like I wasn't going to have a chance to meet up with any club members this day.

With no club members to socialize with, I decided to take advantage of the time to photograph some of the cars and try to sniff out a few stories. It was not long before I met Chuck Beck. Chuck is the designer of the Beck 550 Spyder and the Beck Lister which he sells as rolling chassis replicars. He had his latest creation on display a replica of a 904 Porsche. He is hoping to have the Beck 904 built by Superformance from South Africa. They currently build the only officially licensed Shelby Cobras and Daytonas. Superformance has a top notch facility and they even provide some parts for Shelby. Needless to say this story was a big scoop for me.

Next I decided to check out the hotel. Several different seminars were underway as well as great display of art presented by Automotive Fine Art Society. After drooling over all the art, I headed outside where R & M Auctions had a wonderful display of cars set up for an auction. On display was a nice collection of Duesenbergs, Auburns, and Cords. My favorite would have to be the 1933 SJ Convertible it was definitely a Doozy. There were also many Packards, Bentleys, Lincolns, and Chryslers. If none of these makes interested you, there were also some more unique cars, how about a Stanley Steamer, or a Buick Riviera Phaeton. R & M



also ran the auction we went to last fall during the Monterey Historics, so I expected a first rate collection.

One of my favorite places to visit when I am in a nice hotel is the parking garage. In this case I found another Duesenberg, as well as two Bentleys and a Rolls all in a row. Next I found a Ferrari race car and a few more Alfas. You just never know what you'll find.

My next stop was the Chrysler tent. They were offering test drives of the Hemi Chrysler 300 C and the Crossfire Convertible. When I arrived there were about a dozen people lined up to drive the Crossfires, but one of the salesmen asked me which car I wanted to try, I told him I wanted a 300. He said hop in this one. Next thing you know I was barreling down the road in the powerful but surprisingly nimble. After driving the 300 I understood why sales were so brisk for this non-economical sedan. After waiting a while I was able to try the Crossfire. While I wasn't as impressed with it as I was with the flagship 300 it was interesting to see how the Mercedes chassis handled.

With my test drives behind me, I went back inside to see what was going on. In the next few minutes, I was able to meet two racing legends. First was the honorary chairman of the event Bobby Allison. The head of the Alabama Gang appeared to be in great health and seemed to be enjoying all the attention he was getting. Next as I was walking down one of the corridors, I passed an older gentleman. At first I didn't recognize him, but it finally came to me who he was. It was one of my favorite race announcers, Chris Economaki. I had to thank him for all the wonderful memories I had of races he had reported on over the years.

Wow, what a day! It seems like I had just arrived but it was almost 5PM. I hadn't had anything to eat all day and I had a long drive back to Central Florida ahead of me so I had to leave. I look forward to attending the event again next year, maybe I will be able to make it to the actual show. However the prelim is hard to beat.



## Interesting sighting in Monaco

By Marvin McFalls

While visiting Monaco you will be sure to see many things you don't see every day, including a Lamborghini on the back of wrecker. However on this trip the most unusual sighting came as Brent and I were winding our way thru Monte Carlo. From a distance I saw a familiar looking car, at least familiar in photos. It is definitely not everyday you see a Renault Fregate parked on the street. I was amazed how nice the car was and it appeared to even have the original paint. I am guess the car spent most of its life in a garage, and maybe recently the original owner sold the car or possibly passed away; either that or the owner was visiting. To my knowledge this is the first Fregate I have ever seen that wasn't in a museum or at a car show.

While it isn't uncommon to see older cars in the South of France and in the Principality, generally they are luxury models like Mercedes or Jaguar. More often than not they are from the Seventies and aren't in very good shape. However if you walk around long enough you just never know what you'll find. On this day we found a real gem. I look forward to visiting the Azure Coast again in the future; you just never know what you will see.



## Renault Mégane in Michigan

By Kevin Tallant

I took the opportunity on a recent Friday after work to drive through the parking lot of the Nissan Technical Center and found what I was hoping to finally see. In an area where they keep test vehicles was parked a late model Renault Mégane.

The Nissan Technical Center N.A. is located in Farmington Hills, Michigan a short distance from where I work. The center has been there for roughly fifteen years as an engineering house and has been recently expanded with design capabilities, which it share with studios in San Diego.

This Mégane is a dark blue, 2.0 litre automatic. Although I thought the exterior has a pretty nice shape, if a bit odd, the interior struck me as being a little to Spartan in its appearance. Over the years, I have seen various Fiats, Opels, Peugeots, Citroens, and European Fords models in this area, yet this is the first new Renault that I have seen in the U.S. or Canada since the 1987 pull-out.

As all test, not-for-sale company cars here, it had a blue Michigan 'Manufacturers' plate on the rear bumper. I have heard it said before that many of these cars designated for testing and research are more often times destroyed once the company is finished with them, since it is costly to ship them back out of the country. Or otherwise, to have them wind up on the gray market here.

In closing, it was definitely nice to see this popular Renault model in this country at last. I wouldn't read too much into this and being a prelude to their return anytime soon, but hopefully this is eventually what they have in mind here.



## Renault F1 Early Season Review

By Marvin McFalls

With five rounds completed in this year's campaign, Renault couldn't be doing much better. So far the team has four victories, a second and third place finish. After Giancarlo Fisichella dominating victory in Australia and Fernando Alonso's equally if not more impressive win in Malaysia. The team then traveled to the Middle East and the Island nation of Bahrain. This is one of the new circuits on the schedule and being in a desert the track is very flat, hot, and sandy.

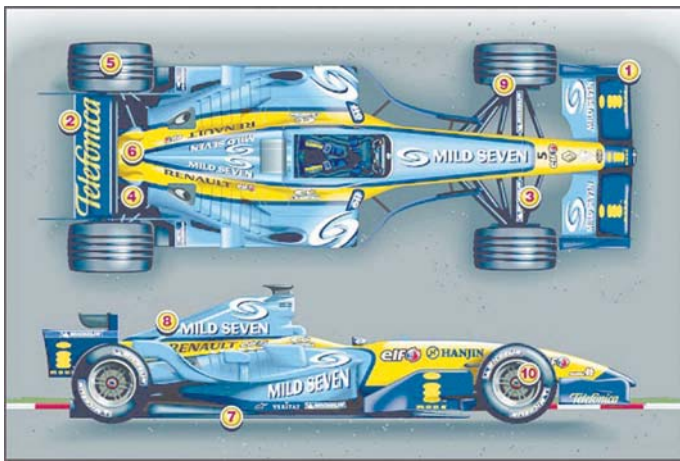
This was a tale of two races for Renault. Fernando Alonso was again very strong and qualified first, but his teammate Giancarlo Fisichella struggled in qualifying and started in the middle of the pack. After only a few laps his bad weekend became much worse when he suffered a mechanical failure and was out of the race. Meanwhile up front it was business as usual for Alonso as he lapped most of the field and cruised to his second straight victory. Due to Renault's early season dominance Ferrari debuted their new 2005 model car a month ahead of schedule and had many mechanical problems and the best they could manage was a 9<sup>th</sup> place finish.

The next event on the calendar brought the teams back home to Europe. The San Marino Grand Prix, sometimes referred to as Italy's other Grand Prix takes place in Ferrari's back yard. So the guys in red pulled out all the stops and for the first time all year they had a competitive car. Another top team from last season, BAR Honda also had it first good showing of the season in qualifying. However with all these efforts they still weren't able to knock Fernando Alonso off the top of the time sheets.

On race day final qualifying, Michael Schumacher made an error and ended up starting ninth on the grid, however the biggest surprise had to be Kimi Raikkonen in the McLaren wrestling the pole away from Alonso. However Mercedes hold on the top spot would be short lived as after only a few laps Raikkonen's car retired with mechanical problems. Meanwhile Fisichella bad luck continued as he had his third DNF in a row following a violent crash. It was never announced whether the crash was caused by mechanical problems or driver error.

With Raikkonen out it look like Alonso would cruise to his third straight victory, but it became apparently clear to everyone that Michael Schumacher was coming. He moved from ninth to third after the first round of pit stops and by the time the second stops were completed he passed Jenson Button for second. The red dot in Alonso's mirrors kept getting larger, until with six laps remaining the Seven Time World Champion was right on wing. With no room for error Alonso ran his remaining laps clean and won his third straight victory.





Following the race shocking news was announce that the BAR Team had been disqualified. After finishing third and fifth it was determined that the team had used an illegal gas tank to gain an advantage over their opponents. It was announced at the next race in Spain that not only were the cars disqualified from the last race, but they would not be participating in this race or the next race. So BAR had to pack up their equipment and go home, I am sure this will not go over well in Japan with Honda.

Meanwhile back to racing in Barcelona. As almost the entire country had come out to see native son Fernando Alonso go after his fourth straight victory. In first round qualifying Alonso was again fast, but like last time his closest competitor was Kimi Raikkonen. Also Ralf Schumacher and Jarno Trulli in the Toyotas were fast, while Ferrari was again back in the middle of the pack. Second round qualifying was a different story as Kimi Raikkonen surpassed Alonso for his second straight pole. Everyone now wondered would his car be able to finish the race.

As the race started it was like the McLaren Mercedes was shot out of a cannon. It soon became clear that this was Raikkonen's race to lose. At the same time Alonso car was much faster than the Toyotas so he wasn't being challenged either. So for most of the race Ralf and Jarno jostled for third place. At the end of the day it was Trulli in third and Ralf in fourth. While Michael Schumacher tried to use the same strategy he had used in San Marino. Drive up thru the field and use pit stops as a way to pass competitors. It appeared to be working until he had tire problems. On two occasions he was forced to pit for damaged tires after the second problem he just parked his car.

Raikkonen had no problems on this day and cruised to his first victory of the season. Alonso had to settle for second for the second straight year, but all his adoring fans greeted him as if he had won when he reached the finish line. For his teammate Giancarlo Fisichella, it was a mixed day. At one point he had moved into second place ahead of his teammate, but was soon forced to change the nose on his car moving him out of the points paying positions. However with some excellent driving he was able to salvage the day and a fifth place finish. After three straight DNFs it was a moral victory for himself and the team.

With five races completed, Renault is running away with the Constructors and Drivers Championships. With the inconsistency of all the other teams barring a total collapse Renault should finally win their first World Championship. Wouldn't that be a wonderful sight.

## Retromobile 2005

Story by Marvin McFalls, photos from Campas and Barton

This year's concept was "Daring". I must say all the exhibitors took it to heart when deciding which models to show. The organizers also made an excellent choice to move the show into a bigger building. It was much easier to move around and take pictures. Brent and I were joined by Chris and Dan Barton from Dayton Ohio. After getting tickets for the show we met up with our friends Claude and Jean-Jacques Campas at the Renault booth.

Renault had an incredible display, featuring the oldest known Renault still in existence. While the "B" model probably best resembles a luxury phone booth on wheels, it was a nice treat. Renault also featured one of the original winning rally racers that helped to build the company in its infancy. The primary display was based around the R16 which was celebrating its 40<sup>th</sup> Anniversary. Included was the original prototype as well as all the different scale model versions that were made to choose the prototype. Renault also displayed their stab at a monospace. Project 900 as it is called, is one of those cars you can't exactly tell weather it is coming or going. The drive train featured two 4cv engines forged together to make an eight cylinder engine. If that wasn't enough power for you, also on display was the most powerful minivan ever built. The 700 horsepower Espace F1, which features an actual ten cylinder Formula One racing engine.

As usual we met with our good friend and head of the Renault Heritage Department, Christian Schmaltz. He and members of his staff were gracious host. After telling many stories and showing many photos we decided to check out some of the other displays. Jean-Jacques, having planned to spend the some time with his mother, said goodbye and left the show. However Claude stayed with us acting as our interpreter and as usual was excellent company.

We spent the rest of the morning check out all the unusual vehicles. I say vehicle because I wasn't sure how to classify many of them. Probably the most unusual had to be the car with detachable wings and fuselage. The Type 41 Bugatti Royale was also a personal favorite. This was the largest car the legendary automaker had ever built. It was also very nice to see that Mercedes and BMW learned from the beating they took after bringing new cars. Mercedes had a nice display which included two Gull Wing 190s and an incredible Pre-war convertible. Besides all the unique prototypes and production cars, there were also many motorcycles and bicycles on display.

After checking out all the cars, we decided to take a lunch break. Following our sustenance, we decided to check out the parts vendors. All of us had lists of parts we hoped to find, but Dan list was a little longer than most. His main goal was to find a set of alloy wheels for his Caravelle. He also needed a headliner, tachometer, and gas gauge. Believe it or not he was able to find everything on wish list and





probably a few things more. As for me, I was able to pick up some motor mounts and good bit of literature. Throw in a few die casts and gifts for some friends and I went way above my budget again, just like last year. As for Brent, I was very proud of him other than picking up a retro Renault Gordini sign and a few magazines he didn't go to crazy, Even Chris got in the action buying a key chain and valve stem caps for her new Mini.



With all our shopping complete, we decided to make one more visit to the Renault stand. Christian Schmaltz was being interviewed for the evening news as we arrived. While we were waiting for him, I became interested in a demonstration that was taking place between one of the Renault Staff members and young child. They were building a plastic replica of the original invention that made Louis Renault famous the gearbox. Amazingly the youngster was able to reassemble gears and another Renault fan was born. Once Mr. Schmaltz finished with the press, he talked to us for a few minutes and then gave each of us a nice gift bag. We said good-bye and told him that we would see them again next year.



## Renault's Incredible Collection

Story by Marvin McFalls, photos from Barton and Campas

Last year when we went to Retromobile an invitation was offered to us by Christian Schmaltz the Manager of the Renault's Heritage Department. He said that next time we were in Paris to make plans to travel to Flins where we could see the Renault collection. We promised we would take him up on his offer and real soon. So when we started making plans to go back to Paris this year it was our number one priority.

In order to make the arrangements smoother I asked my good friend Jean-Jacques to take the lead and he did a wonderful job coordinating with Mr. Schmaltz and also Christian Maillot. Mr. Maillot is the Historian for the Heritage Department among other duties. When we arrived at Flins the guard at the gate pointed us towards a new large garage in front of the factory. We entered the complex and were soon greeted by Mr. Maillot and two members of his staff. As soon as we entered the building we were like kids in a candy factory. To keep us from running every direction looking at the cars, he suggested that he would show us the facility and answer any questions we may have as we went along.

In total there were about fifty cars in the building most were complete and in top running order but many were in various states of restoration. The garage also was used as workshop and restoration facility. They even had their own machine shop where they could fashion many of the one of a kind parts they needed. If they weren't able to make the part there they also had the resources of the factory behind them.

Most of the cars displayed in this facility were racers. They had the LeMans winner, and several Formula One cars including the very first chassis built by Renault. The car never participated in a race, but it was used as a test mule. The car didn't have wheels on it, but it was first in a long line of F1 racers. Also on display were some of the other popular production cars in race trim including: R8 Gordini, Alpine 110, R12 Gordini, and R5 Turbo. All were painted in brilliant French Racing Blue and fit in nicely with all the prototypes and open wheeled racers.

But not to be out done they had some fine example of production cars on display as well, starting with a pair of replica 1898 A models. The history department had built several of these back in 1998 for the 100<sup>th</sup> Anniversary celebration. Among the other pre-war car displayed was a Convertible 40cv Limousine. Also on display were two 4cvs on was painted in the German "Butter Pat" color of the early days of the model. The other was Green, the same color as the original 4cv imported into the U.S. and the most unique thing about this model was that it had a decouvable





rollback top similar to a 2cv. Other post-war models on display included Alpine 106, Floride, R5 Alpine, and a R16.

Their most recent acquisition also caught my eye. I noticed an A110 Cabriolet, however as I came closer I realized it was a Dinalpin from Mexico. When I talked to Mr. Schmaltz at Retromobile, he told me that was real find; we picked it right out of your back yard. It turned out someone asked one of the executives at Renault in Mexico if Renault would be interested in purchasing the car. So they contacted Mr. Schmaltz and he was even able to negotiate a terrific price on the car. While the car isn't quite show quality, it is a very fine example of a Dinalpin Cabriolet, and Renault is planning a full restoration in the near future.



At this point, we would have been very happy if the tour had ended. However little did we know we were about to enter the Mecca of Renault, as we left the workshop and drove over to a part of the main factory. Inside we found nearly 500 more cars stored. I will pick-up the story there in the next issue so stay tuned!



## Along for the Ride

By Chris Barton

I wouldn't call myself a car-nut but when the trade-off is a few days with the Renault Club at Retromobile for a chance to visit Paris again, I'm game. After all, how could any woman resist spending several days with a half dozen guys salivating over cars. Armed with camera, guide books, maps and the wheel bolt pattern for a 1967 Renault Caravelle, Dan and I boarded our Air France flight for what turned out to be an adventure of a lifetime.

Upon arrival, we met Marvin McFalls and Brent Bartley at our hotel as well as Jean-Jacques and Genevieve Campas – a wonderful couple who along with their two sons, Marc and Claude, would guide us through the next few days. After making plans to meet the next day, we walked around the Latin Quarter where the guys examined countless cars on the street while my eyes wandered to those handsome French men who were driving them.

The next morning, the Campas family loaded us into their Renault Avantine and Renault Clio to show us the Renault factory on Ile Seguin. Renault is tearing down the old factory, but will leave the bridge and entry way standing in homage to the marques. Many photos were taken of cranes ripping down the walls. The somber scene almost made me want to swim across and carry back a memorial brick or two for these guys -- they were so reverent discussing the loss of this landmark - but I thought against it when I saw the river.

On to Versailles to spend a few hours gazing at the extraordinary buildings and the lovely gardens and fountains. What a contrast between the Louis Renault's factory and Louis XIV's! Palace The ultimate photo op -- many photos taken of Jean-Jacques's Avantine in front of Versailles.

I've gone to car shows, been dragged to car proms (fundraisers), cruise-ins, car washes, and even tightened some hard-to-reach Renault LeCar starter bolts in my day, but even a person like me who best describes a car by its color was amazed by our next stop.

Marvin and Jean-Jacques had arranged a visit to the Renault's historical archive where we were able to see the workshop where they repair and replace parts during restorations of old Renaults. I am sure that Marvin will do this more justice in an in-depth article, but we saw red cars and black cars... blue cars and, well, an entire rainbow of cars while we were there. The work that goes into these vehicles is absolutely amazing. I was very impressed by the fact that this is a "working" museum. Renault does not just acquire the cars and let them sit in storage or put them on display; they DRIVE them and take them to shows. Concept cars, cars pulling boats, cute little 4CV's, rare race cars -



- all in the shop surrounded by tools and the machines to fabricate needed parts. They have about a dozen employees dedicated to repairing, sourcing parts, cataloging and displaying the cars.

Next was the piece de resistance! The Renault team of experts then led us across the complex to a 3-acre warehouse full of row upon row of vintage automobiles. Genevieve and I shared a knowing glance as we watched the guys begin to quiver in anticipation. There is a big difference between seeing a car in a magazine photo that Dan "shares" with me and seeing 4 or 5 specimens of the "real thing". We saw 100+ years of design -- both beauties and ones you look at and think "please, no, not in my garage". Just imagine all the decisions that went into designing, producing and introducing these automobiles -- when to bring out the next model and when to retire the old, how to improve on its mechanics or its looks. An entire car maker's history sat before us -- one plastic-shrouded car after another, tenderly unveiled so that photos could be snapped, and shared. I found myself with camera in hand documenting this troupe of enthusiasts as they examined badges and paint and interiors... Even I started thinking it might be fun to start up that 4CV with the luggage rack and take it for a spin -- after all, the keys were in the ignition.

Our next stop was dinner at la Atelier, the former Renault Show Room on Champs Elysees. It housed a restaurant where we had a wonderful meal and had a chance to view a display of a collection of Renault print and multi-media advertising. Fun ads from many years guaranteed to make even the most car-saturated spouses smile! We finished the evening off with a walk to the Arc de Triomphe.

On day two, we were off to Retromobile for a show of more obscure cars and car parts galore. I've watched and even assisted in various car restoration and repair projects -- including the 4CV that Dan didn't tell me about until after we were married -- but I was unprepared for the aisles and aisles of parts and pistons and buttons and switches, knobs, lenses, seats, doors, carpets, hoses, obscure rubber pieces, mirrors and virtually every part you could ever imagine and certainly more than I could identify. I suspect you could come close to building an entire car from parts at this show if you wanted to. If you didn't want to build a car, you could certainly find a scale model or literature on whatever maker and model you were interested in. Sensing I might be persuaded, Claude pointed out some valve stem caps for Mini Coopers and I threw caution to the wind and purchased a car part for my soon-to-be-delivered 2005 Hyper Blue Mini Cooper. Dan picked up a multitude of parts and dispensed with a multitude of Euros. Our biggest challenge would be getting a full set of wheels for his Caravelle back to the states on the plane and through customs.

And if the parts section was not your cup of tea (or perhaps your glass of wine since we were in France), you could wander through the exhibition portion of the show where various car makers and car clubs displayed rare and interesting automobiles -- even I recognized some of them

as being identical to those we saw during the previous day. Christie's had assembled some very interesting cars and prototypes that were to be auctioned off on the last day of the show. We were thrilled to meet several Renault executives at their booth and personally thank them for the opportunity to visit the collection the previous day.

Would I do this trip again? Sure -- if for no other reason than seeing the bewildered faces of the personnel in x-ray security at Charles DeGaulle Airport as they tried to figure out what the side view mirror and gas gauge were in Dan's carry-on luggage. The 4 additional days counting Mini Coopers (both old and new) helped. Now, if I can just keep Dan from using the chef's knives I bought at Dehillerin to trim the windshield rubber for his Caravelle...



# NWCOC Tulip Run 2005

Story: From PCN Photos: Bibliopticus Alanskii

The NWCOC Tulip Run was held on Sunday, April 10, 2005. What a turnout! In all, some 20+ cars and 45+ people participated in the tour. This included 20+ French cars and one lone English car. The French cars consisted of a Renault Dauphine, a Renault 10 Gordini, 1 Panhard, and the Citroëns consisted of 9+ 2CVs (including 4 black and maroon Charlestons!) an AK400 Truckette, 4 D series (3 sedans and 1 break), a CX, and an SM. The English car was a Bentley.

The event started out at the first Rendezvous point, Starbuck's Coffee House (our usual meeting spot) on Capitol Hill, Seattle. People started arriving as early as 8:45 am (for a 9.15 am departure), had coffee, talked, etc., and we ended up departing about 5 minutes behind schedule. Instead of the flat-out 2CV pace of the previous year we trundled along mostly in the 90-100 km pace up I-5 and arrived at the 2<sup>nd</sup> Rendezvous point essentially on time. There we met up with several more NWCOC, CAC and 2CVBC members, stretched our legs, checked out the additional cars, talked, etc., and then set of again for La Connor (and brunch).

Nell Thorne Restaurant in La Conner proved again to be very friendly. The upstairs was nicely decorated with lavender walls and comfortable tables with tulips and chairs (which we promptly re-arranged to our liking). To their immense credit, they coped with our huge crowd of 41+ people when we had given them the RSVP estimate of 31. Unfortunately, we had changed the date from Saturday the 9<sup>th</sup> to Sunday the 10<sup>th</sup> and while the restaurant confirmed the date change with us by e-mail they failed to note it in their calendar and were perturbed that we did not show up on Saturday. After several phone calls and an e-mail this was sorted out and the arrangements were set for Sunday. We did, however, again overload the kitchen (but not nearly as much as the previous year) so the food arrived somewhat spread out in time, but the staff was friendly and as long as people had coffee and juice everyone was perfectly happy just to sit and talk. The feedback on the brunch ranged from people who had a bad experience last year and a good one this year to a good experience last year and a bad one this year.

After some prolonged car talk in the parking areas we headed off on a driving tour ending up at Tulip Village. Here, we were directed to park in a grass and dirt area (\$4.00 inclusive of entry). Some people stayed with the cars and talked while others went through the fields and to the gift shops.

It is drives such as this that just make my day. The weather was perfect, not too hot or too cold (and it remained dry till early evening!) and both the cars and the views were beautiful. The opinions received on the restaurant were all over the map ("lets go back next year" to "never again"). It has been suggested that next year the "Tulip Run" be an overnight event on Vancouver Island to visit Buchart Gardens. How does that sound?





# NWCOC May Meet In Portland

By Charleston Gray *From PCN* Photos by Christian Lockwood

The NWCOC May Meet was held this year in Portland, OR; a NWCOC May Meet first! The Friday evening Welcome party was well attended, when taken in proportion to the overall attendance for the event. New and old friends were present in a continual stream throughout the social to greet, eat, drink, and tell stories of cars past and present alike.

On Saturday morning things got going right at 10:00 am. By around 10:30 the event was properly set up and things got going. By noon the signs directing one to the event site were in position. This reviewer, whilst having been to the venue twice previously (the Sauvie Island Grange Hall) nearly missed the last turn! The Saturday events included the Silent Auction, the Peoples' Choice Judging, and near ritual perusing the various vendors present (FPS West, 2CVsRUs, and Alan VanEss with his art).

Whilst attendance was down from the previous year, there were many factors that contributed to this. First, the weekend selected for the event was Memorial Day weekend. Then, there was the venue in Portland, OR, which greatly reduced the number of participants from British Columbia (there were 3 Canadians in attendance) and to a lesser degree those from Washington State. The number of people from Oregon was up, as expected, but not nearly to the degree anticipated. None-the-less, everyone was happy to make the trip. Several in attendance got to know Portland much better and plan to make more frequent visits.

There were many D series and A series, several SMs, and a few Tractions in attendance. Atypically, there were no CX, BX, or Visas represented. With few exceptions the cars present were in excellent overall condition. The big disappointment of the event was the total lack of representation of Peugeot and Renault. There was partial Renault participation in the form of a Volvo / Daf 66 (Citroën events always seem to attract oddball cars). For the past 10 years or so, the May Meet has welcomed all French Marques. Portland has been said to be chock-full of Peugeots and to a lesser extent Renaults, and yet none found their way to little Sauvie Island. This reporter would have had the lone

Peugeot but had been talked into taking a Citroën by one of the organizers so that Citroën would not be too grossly out-numbered by Peugeot and Renault!

The Saturday evening dinner was a great success! The caterer, LMT Catering, provided a fine meal starting off unexpectedly with breads, crackers, cheeses, and fruits. The buffet contained chicken provincial, poached salmon, sautéed asparagus, sautéed mushrooms, and a salad. Dessert consisted of pear tarts and an assortment of biscotti and wafers. Drinks included soft drinks, coffee, tea, and wine.

Last, but not least, was the Peoples' Choice Concourse results! The winners were (noting that no physical award is presented for a class in which there are less than 3 eligible entries):

A Series:	Axel Kaliske and Ursula Walter
D Series:	Peter DeBoldt
Other Citroën	Bob Tharrington
Renault:	Paul Rampaart/Christian Lockwood

Sunday started off with brunch at Meriwether's Restaurant. Other than some strange problem Meriweather's had with understanding that 20 people could not sit at 2 tables of 8, brunch was a success. Much of the menu consisted of strange combinations of things, such as the omelet with roasted peppers, cheese, tortilla strips, and pumpkin salsa consumed by this reporter (ordered sans tortilla strips).

Following brunch, everyone was ready for the Sunday tour! After a few cars fuelled up, the group headed out I-84 to Troutville, from which spot the group followed the old scenic highway along the Colombia River gorge, stopping at whim at various waterfalls and vista points. At the end of the organized tour, some returned to Portland via I-84 and others picked a back-roads route past the back side of Mt. St. Helens, through Elbe, and back to I-5 in Spanaway.



Renault News Issue 76



## 2005 Vancouver Italian-French Car Show

Text and photos by Allan Meyer

The Italian-French Car Show was held on June 19 next to Lonsdale Quay Market in North Vancouver, BC. There were over 100 cars, with at least 20 French models present, representing Citroën, Renault and Peugeot. Notable representation came from Leonce Leblanc who brought several Renaults and worked all night to finish a rare first-series Citroën GS. The car's test drive was the trip to the park.

The Lonsdale shopping arcade provided all manner of food and drink, ranging from Fish & Chips with mushy peas to tacos, to Hong Kong Bubble teas, which require a straw twice the diameter of the usual kind.

This show is one of the best Italian - French type shows in terms of variety of cars, if not total numbers, and is recommended for those who cannot attend Best of France and Italy in Los Angeles. For those coming from USA, remember that passports ARE required at the US-Canada border.

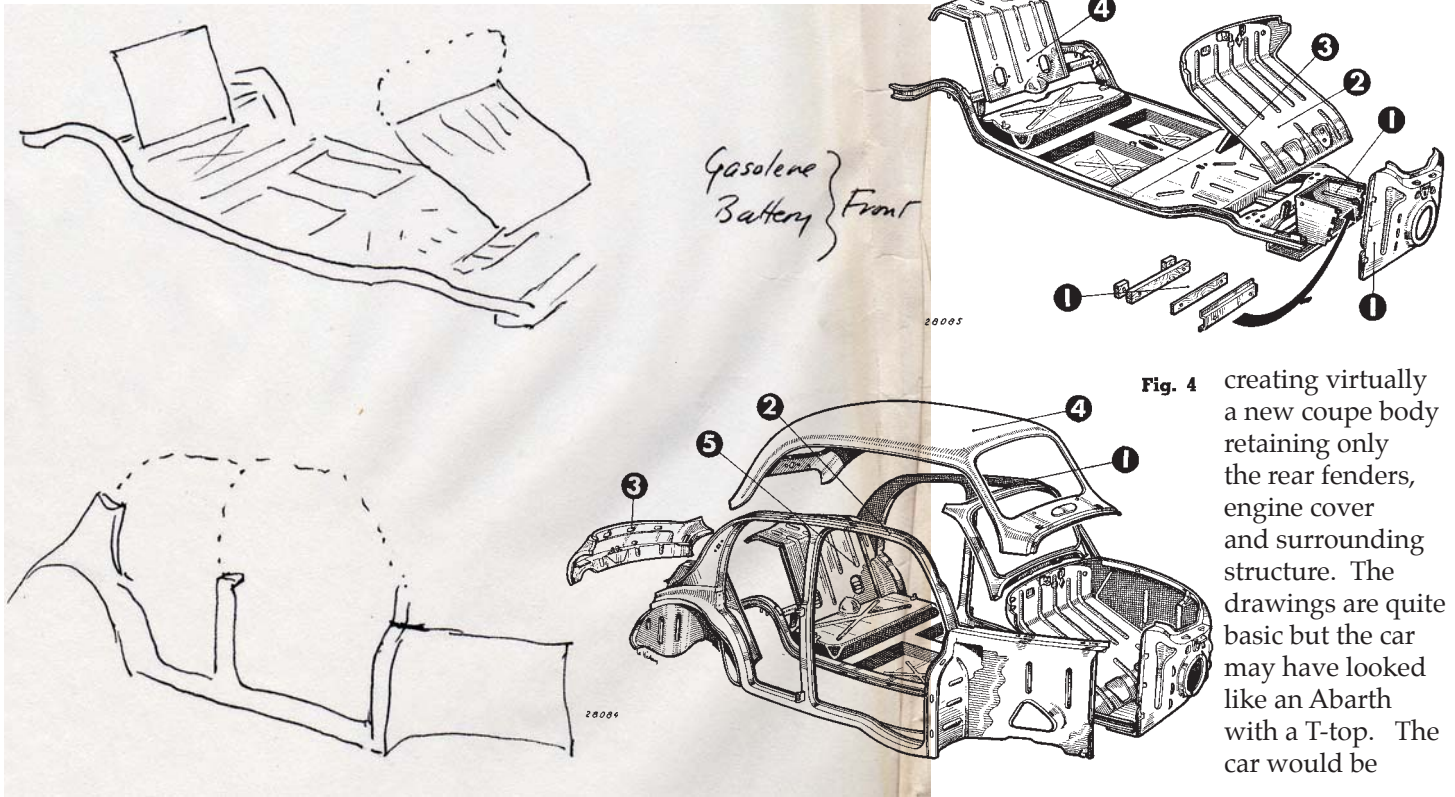


## Another 4CV Mystery

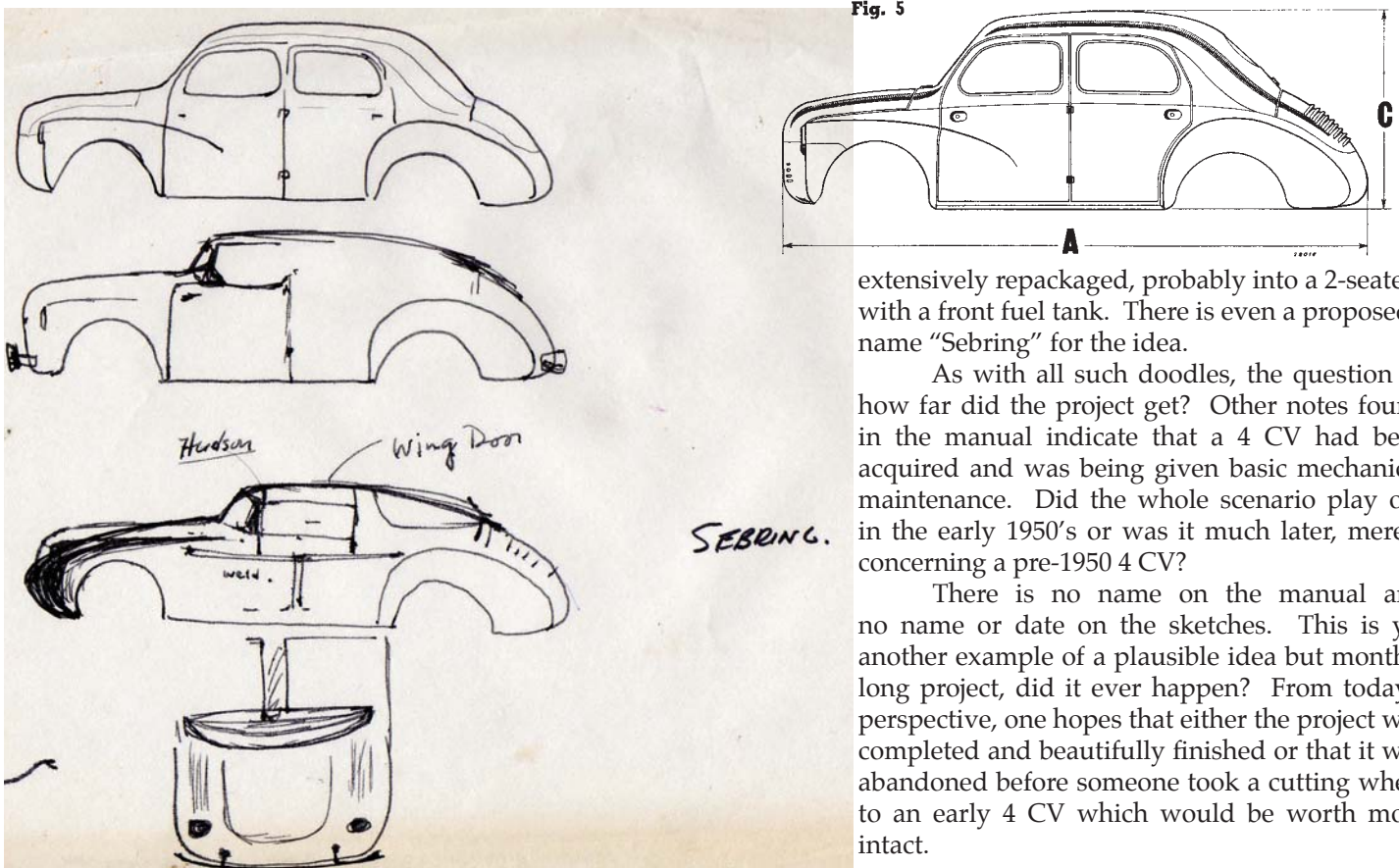
by Allan Meyer

I found a 4 CV repair manual in Port Townsend, WA a while ago. The manual was an English language reprint of the December 1948 version with addenda for March and June of 1949 bound in. Also inside the manual were some sheets of paper with sketches and notations on them.

The sketches relate to creating a customized body for the 4CV by cutting down the roof and making different levels of modifications. The first idea seems to be to create a chopped-roof 4 CV with a wraparound windshield and modified doors. The second and far more interesting idea involves



**Fig. 4** creating virtually a new coupe body retaining only the rear fenders, engine cover and surrounding structure. The drawings are quite basic but the car may have looked like an Abarth with a T-top. The car would be



**Fig. 5**

extensively repackaged, probably into a 2-seater with a front fuel tank. There is even a proposed name "Sebring" for the idea.

As with all such doodles, the question is, how far did the project get? Other notes found in the manual indicate that a 4 CV had been acquired and was being given basic mechanical maintenance. Did the whole scenario play out in the early 1950's or was it much later, merely concerning a pre-1950 4 CV?

There is no name on the manual and no name or date on the sketches. This is yet another example of a plausible idea but months-long project, did it ever happen? From today's perspective, one hopes that either the project was completed and beautifully finished or that it was abandoned before someone took a cutting wheel to an early 4 CV which would be worth more intact.

# RENAULT GTA: STICKS LIKE GLUE.

The suspension system on Renault's hot new GTA sports sedan boasts 24 mm stabilizer bars, gas-charged MacPherson struts and high-performance V-rated Michelin® XGT radials. Translation: Put this suspension together with GTA's 2.0L overhead cam high-output engine and you've got a pocket rocket that not only goes, it goes exactly where you want it to.

**RENAULT** 



Safety belts save lives.