

# Renault News

**80**  
Summer  
2006



## Carlisle 2006

### In this Issue

New Members . . . . .	2	Renault News from Around the World: Logan . . . . .	17
Treasurer's Report . . . . .	3	SCCA Beat . . . . .	18
Anniversary Story: Gauges & Controls, Butter Pat . . . . .	4		
Huixquilucan 2006 . . . . .	7		
Renault and GM Alliance? . . . . .	11		
Carlisle 2006 . . . . .	12		
Renault F1 Update . . . . .	15		

## Renault Owner's Club of North America

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Renault News is the newsletter of the Renault Owners Club of North America. This newsletter is published quarterly. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. This newsletter is not an official publication of Renault USA or Régie des Usines Renault. Permission to reprint original material is granted to any non-profit membership publication on a single-use basis if full credit is given to the author. Originally published items become property of the club.

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## TREASURER'S REPORT

January 1, 2006 to June 30, 2006

### Beginning Balance:

checking account	2745.73
savings account	5840.14
<b>total</b>	<b>8585.87</b>

### Income:

membership dues:	
cash 1358.00	
paypal transfer	1627.65
back issues	0.00
donations	0.00
advertising	0.00
interest income	45.61
<b>total 3031.26</b>	

### Outlay:

postage	459.44
printing	573.43
copying	0.00
supplies	190.67
advertisements	468.45
other 542.67	
website	551.07
reimbursements	176.86
<b>total</b>	<b>2962.59</b>

### Ending Balance:

checking account	2768.97
savings account	5885.57
<b>total 8654.54</b>	

Income less Outlay 68.67

Ending Balance less Beginning Balance 68.67

Sharon Desplaines, Treasurer,  
Renault Owners Club of North America

## Updating Your Club Information

By Marvin McFalls

Last time we sent out a Online Bulletin we had more than twenty e-mail addresses come back as invalid. It is important if you want to be kept up to date, we need to have a valid e-mail address. If you haven't updated your info in a while please go to our website at [www.renaultownersclub.org](http://www.renaultownersclub.org), and click on the Update My Club Info button. In the future if you move or get a new area code or e-mail address please keep us up to date. We want to serve our members at the highest level possible, but we need to be able to contact you to keep you up to date. ●

# Anniversary Story

By Marvin McFalls

In continuing with our 15 Anniversary theme of reprinting stories from past issues, I have chosen one of the more interesting sagas that I have been involved with during my tenure as Editor. The story is the fourth and currently last installment done by Jacques Lynn on the restoration of his 4cv. It originally ran in issue #66 back in November 2002. My hope is that maybe this will encourage Jacques to finish the saga of "Butter Pat". Although after what happened last November, I guess there will have to be an addition to cover the replacing of a piston lost to overheating during the Best of France and Italy weekend. If you have any stories you would like to see reprinted please let me know and I will do my best to include them in future issues.

## GAUGES & CONTROLS

### Butter Pat: Chapter IV

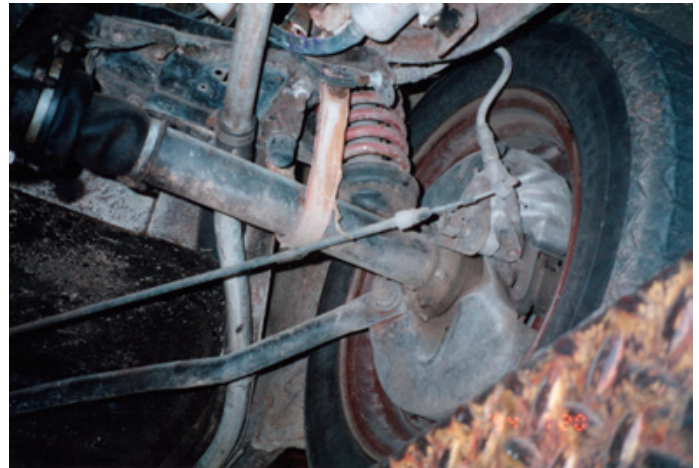
By Jacques Lynn

Butter Pat is my little yellow 1958 4CV. She looks perfectly original from the outside except for her missing chin and modified front bumper. A front mounted radiator was the best cooling solution for the 1983 Alliance motor in back. In the past year and a half, I've written three articles on the transformation (issue 57,58, 61). This is the fourth to be followed by suspension and steering, brakes, and the final finishing touches.

The first thing that had to be done was a 12-volt conversion. That modern computerized engine wasn't going to run on 6 volts. Originally the battery had been in the back next to the engine. The newer Dauphine model moved it up front for better weight distribution and a neater engine compartment. I did the same with a 12-volt garden tractor battery of half the size. The battery box was crafted out of a surplus army ammo can and plywood while a long battery cable scavenged from a Dauphine ran back to the motor.

Light bulbs needed to be changed, as did the gauges and most of their sending units, the directional flasher, horns, and wiper motor. I wasn't worried about the heater motor since I had plans to do away with it altogether (chapter III). When approaching the instrument cluster take a sedative. You're not going to get at it easily. It is held in place with two 10 mm nuts behind the dash on such long studs you won't be able to use a socket. You'll be upside-down with a flashlight in your mouth, feet in the air working in a tangle of wires. While you're down there unscrew the speedometer cable. Now the cluster will slip out a few inches. Each of eleven wires is bolted individually in place with tiny nuts and lock washers. Hard enough for ham fist mechanics, but with such short wires it's near impossible to see what you're doing. And don't forget where each goes back.

After several bouts of this I learned how it should be done. First I replaced the two 10 mm (wrench size) nuts with knurled knobs that could easily be removed with fingers. The aluminum knobs used behind the Dauphine headlight buckets worked nicely. Next with a pair of dikes, I cut all eleven wires virtually unshackling the speedometer. There was now enough slack now to unscrew the speedo cable. I found a 12 wire jack in a junkyard and spliced it in. It now takes less



*Electric high pressure fuel pump top, conduit water line, handbrake cable tweaking rear caliper, radius rod bolted to backing plate.*

than a minute to get the cluster out while sitting in the front seat with a can of beer in my other hand.

Butter Pat has been a seat of the pants affair. For example, the red painted electric coils and needle behind the fuel gauge looked almost identical to the 12 volt green ones behind the Dauphine's gauge. The gauge configurations were different, but those little painted coils and needle could be switched. Using the R10 sending unit and gas tank (chapter II), it worked fine only backwards. Ah yes, the Dauphine needle had pointed up while the 4CV one hung down. At "0" the tank was full and at "4" it was empty. I now consider this in a positive light... some jealous Renault wanna-be hot wires and runs off with Butter Pat! He's going to run out of gas before he realizes that full means empty.

My friend and advisor Jonathan Burnett then suggested a "Zenor Diode" spliced into the temperature gauge wire. It knocked 12 volts down to 6 and did the job without even having to change the 6-volt sending unit. Coulda done that with the gas gauge too. A couple more things worth mentioning, I had new original looking decals made for the instrument cluster (available from Jacques Rear Engine Renault). Secondly, I found the speedometer could be adjusted while in place with a tiny screwdriver through an equally tiny hole in its back. The hole was originally plugged with a piece of hard plastic. Knock it off and adjust with the screwdriver blade, clockwise to slow it down and counter to speed it up. This works for the Dauphine too.



*Controls: swing arm hand brake connection, radius rod addition, shifter rod adjustment (2 thru bolts), battery cable going up front, speedo, clutch & throttle cable, water pipe at bottom corner.*

I replaced the wiper motor with a 12 volt 3 speed unit pulled from an Alliance. With a three-position push-pull switch in the dash I had 2 speed wipers. I like those push-pull switches. They are easy to remember which way is on and which is off.

I do not believe a temperature sender and gauge by itself is enough warning for a heating problem. Too much depends on always keeping an eye on the gauge while driving. At night they are very poorly lit and even harder to check. One trick I use is to paint all the hidden inside surfaces of the Speedometer housing bright white. This about doubles the illumination of the gauges. I like to add the dry R8 or R10 sending unit to any Dauphine or 4CV that I own. The unit bolts on the outside of the head and will send out voltage for a warning light and buzzer when the motor gets too hot. The combination of the three warnings is the best system, gauge, light & buzzer.

Of course the trick is to place the temp sender on the right part of the head, not too hot and not too cold. The position I had recommended in issue #61 for the Alliance turned out to be too hot. The sender often went off even before the radiator fan kicked in. I moved the unit to another existing boss next to the distributor and used a resizing insert to bring the threads down to the correct size. But this is now a little too cold for me. My experiments are still on going.

Light bulbs were easy enough to change to 12 volt, but the added voltage meant a hotter bulb, which started to melt taillights and directional lenses. A small piece of aluminum foil above the taillight bulb stopped that, but would not work for the directionals mounted in Traditional European fashion near the roof in back of the rear doors. I had also compounded the problem by removing the US model only plant on directionals up front. This meant that the remaining bulb on each side needed higher watt ratings to activate the blinker box under the dash, and more watts meant still more heat. I went back to the original two bulbs per side system, but instead of the lenses in front, hooked the extras up to

Red lights in the engine compartment. They blink behind the louvers and give an added touch at night. They also are good emergency lights with the lid up, and even provide enough illumination for a little engine work.

There were five mechanical controls that needed modification, clutch, throttle, shifter, handbrake and heater. I used a longer Dauphine cable and cable clamp end at the clutch fork for the first. The throttle required the same thing, but it turned out that the throw of the pedal connection was too short to fully activate the throttle body. This required moving the position of the butterfly post closer to the throttle shaft.



*Top-heater muffin fan, battery box sealed off from heater, carpeted trunk for insulation.*

The 4CV shifter stick had always seemed rather flimsy and hard to reach. I replaced it with an R10 one that was thicker and curved back closer to the seat for more comfortable shifting. The linkage to the transmission had to be shortened and adjusted, but otherwise its modification was straightforward and simple.

The handbrake was another matter. The 4Cv had a mechanism bolted to its oil pan that would tighten the brake cable stretched between the rear wheels. This and similar systems used on all rear engine Renaults rarely worked well. According to Jonathan, you needed to keep the cable where it passes through the tightening mechanism clean and lubricated. But I still felt it was too easy to drive off forgetting to release the handbrake without noticing it, prematurely wearing things out. I was using an R10 330 transmission with disc brakes. I rigged up a yoke and vertical swing arm connection to the handbrake cable between the wheels. It pivoted at a point below the floor just under the back seat. The mechanical advantage could be adjusted by moving either the yoke or the rod leading to the shifter stick up or down the swing arm.

The Parking brake is now very effective. Jonathan remarked that by my not using the outer cable housing of the original system, the cable pulled at the caliper housings instead of just the mechanism alone. Consequently the pads would wear down unevenly. This turned out to be minimal. The hand



*Temperature control blind pulled up.*

brake worked so well Butter Pat couldn't be driven away with it on. Hand brake pad wear was cut down to little or nothing.

I needed more indicator lights. The little red, yellow, green and blue ones found in R10's were perfect. They were mostly spaced in a line above my radio with a toggle between the red and yellow ones two push-pull switches were out of sight below the dash. One light and push-pull was for the radiator cooling fan override. Another set was for the muffin fan between the trunk and passenger compartment.

Hot radiator air was transferred from the trunk for heating. The fans only needed to be used when the car was stopped or slowly moving. An R10 circular air vent with its pivoting control flap was under the dash behind the muffin fan. This has already been covered in my earlier article Heating and Cooling, but I had not yet gotten the temperature control right at that time. Originally the 4CV used a radiator blind to



*New speedo decal, multiple wire jack, radiator blind slide control, R10 shifter stick, warning lights above radio.*

control heater and engine temperature. There was a 2-foot sliding mechanism near the door by the driver's feet so he could reach down and raise or lower the blind. I bought a Venetian blind to fit over the radiator exhaust holes cut in the back of the former spare tire well up front. With the same slide mechanism now positioned inside underneath the center

of the dash, air temperature could be easily controlled. I also carpeted the trunk floor, insulated the hood, and isolated the battery compartment from the hot air.

The toggle switch between the two lights above the radio was my answer to a perplexing problem. I used the early R8, R10 dry temperature-sending unit. It only came on if the motor was not at its normal operating temperature (82-109 degrees). This meant that not only would the warning light and buzzer go off in case of overheat, I got it for the 5-10 minutes it took for the motor to warm up. I liked the light during warm up, but the buzzer was driving me batty. I asked all my knowledgeable friends how to eliminate it alone only during the warm-up. No one could figure it out, not even Jonathan (over the phone). "Easy enough" they would finally say, "just have a manual cut-off switch for the buzzer." But I knew I'd forget to switch it back on for overheat warning afterwards. Wasn't there an automatic system? I gave up and used a bi-polar toggle switch between the red and yellow



*Radiator behind modified bumper & missing chin, air dam hangs below.*

indicator lights. Warming up, I switched off the buzzer and on the yellow light. When the red warm up one went out, the yellow had to be switched back off reconnecting the buzzer in parallel to the red light.

Jonathan finally came through with a truly professional solution. The engine computer signals the EGR valve when the motor reaches normal operating temperature. Too bad it was a negative ground signal because a positive one could have simply activated the buzzer straight away. Instead one would have to insert a small relay in the line to change polarity first. I had already drilled my dash and installed the former system by this time, so it was too late, besides switching on and off the buzzer was a simple test to make sure that it still was working.

The next chapter will cover the most difficult part of Butter Pat's evolution. I'm still not satisfied with the suspension and steering, but it may be that I've reached the best I can do with it. Also hopefully, I will have a good solution in place to front windshield defrosting by then. ●

# XX Edición del Gran Concurso Internacional de Elegancia Huixquilucan 2006 and the Dauphine 50th Anniversary Celebrations

By Francisco Miranda

The Elegance Concourse once again took place at Huixquilucan. This year, defying the laws of physics, with a shrinking space within the same area of display as in previous years. This time, the Alpine Club could only sign up 11 cars, the Gordini Club 10 and the French Group, 15. The Dauphine Celebration had space for only 8 cars.

Space limitations aside, we managed to mount a very nice display designed by Miguel Garza, with several pictures we scanned from books or pictures we had in our files. The banner placed at the side of each car, showed on both sides a little bit of history or advertisement of the epoch, and on the lower part of the front part, the description of the vehicle in case. A central tent with a futuristic roof covered us from the hot sun and protected from the rain. In every side of the tent, a sign with the anniversary logo, and in each pole, banners with historical information as well.

Miguel arrived to Mexico from Germany on Wednesday 10th May, to be ready to mount the display with the help of his employees on Thursday. On Friday, as we were short of drivers and too many cars, Miguel Cacheux and Miguel Garza, decided to drive taking two cars: Miguel Garza drove my Scenic towing my green Gordini and Cacheux drove Garza's 1090.

Saturday morning was a rather cool but humid morning but finally the day of the event had come! We found Miguel Garza at the gas station with his 1093, so three Dauphines (I was driving my silver 1090, my friend Billy Gleason the blue Gordini and one of my daughters and my wife driving her Scenic), were on the way to Huixquilucan. About to take the highway, we found some members of the Gordini Club ready for departure, so we joined them for awhile, actually escorting Miguel Cacheux on his Estafette (more of this later). The first part of the road is a very pronounced hill, so we drove along just in case something went wrong. Luckily, we had no mechanical failures so we part ways as we took the pay toll road and the other guys the free road. The silver Dauphine, being the slowest car, was able to reach 100 km/hr (60 miles/hr) so we got there in a very short time.

What a nice surprise we all had when we finally saw our stand! It looked beautiful and it is different seeing it live than from the drawings or pictures Miguel had showed us before. From that moment, the "50th Anniversary Celebrations Part Two", really started. We parked easily where we saw the picture of each car and we started cleaning the cars as the road left them very dirty. All this exercise got







us hungry, so it was time for the usual barbecue in one of the local restaurants.

By the opening ceremony, we were all set and already talking and receiving congratulations from our “neighbors”, the Gordini at the left, the Alpine at the right and the French Group just behind us.

We had plenty of visitors coming and going and our friend and Renault lover Alejandro Konstantonis organized for us another TV interview, this time for a cable channel called MVS for the weekly program Autos y Mas.

Following all the talking and interviewing, while we were getting ready to propose a toast and enjoy a glass of red wine, we heard on the PA system that they were waiting at the main stage for the directives of the “Dauphine Club” to start their presentation. What??? We hadn’t prepared ANYTHING! Nobody told us to do so. Anyway, we had to do something about it and fast, so Miguel Garza and I improvised a little speech. We asked Pepe Ramos to drive his black Ondine on stage and we gave a concise talk of 10 minutes or so about the history and specifications of the cars. At the end of the presentation we hold Q&A. Not the biggest success, but we graciously got off the hook and the audience enjoyed it.

Time for our toast, but for the first time in 20 years of this event, a hailstorm started! Well, we got cover at our tent and opened the French wine I specially prepared for the occasion, a gift from my sister La Vieille Ferme (The Old Farm) from the region of “VENTOUX” as the name of the 845 cc engine of the Dauphine.

When the storm calmed down, it was time for lunch so we had a nice roast beef sandwich at the main restaurant and rested our legs to get ready for more cars, car talks and

also to admire the other beauties of the show. This year, we got to see new cars from other states of Mexico and as in other years, we were lucky to enjoy samples of Mercedes, Jaguar, BMW, Austin & Cooper Minis, Volkswagen, Chrysler (by the way, they presented one of the only two existing turbine cars in the world, from the sixties), Ford, Chevrolet, Peugeot, Citroen, Reo, Rambler, and many more. We were told some 400 cars gathered for the event.

Along with the car exhibitions, there are fashion shows, a music group playing 60's music and even The Acapulco Symphony Orchestra played a nice concert.

On Sunday, after watching the F1 at Cataluña (Spain), I picked up my friends and headed back to Huixquilucan. We were very happy celebrating Fernando Alonso's great triumph and we got to the event at about 11 AM. The sun was finally shining so a lot of people came to the event as well. They say that a total of 27,000 visitors for the two days (9000 + 18,000).

The Alpine Club unveiled a Dinalpin A110 Berlinette, freshly restored by Alberto Gironella, loaded with a 1300S engine with a 5 speed gearbox completely rebuilt by himself. A particular thing about this car is that this is one of the last cars built in Mexico; the owner lives in Monterrey. Along side this car, and as trademark of the Alpine Club, we could see seven Dinalpin Berlinette and one Cabriolet, the R8G and the R5 Turbo, that kept the Renault prestige high above other makes, because the level of quality of these vehicles.

The French Group managed to get ready for the show a very nice 4 CV, one of the very few found in Mexico. The owner had an accident the week before, but he worked real fast and fixed the problem (a tire got off the car and damaged the fender). This is Pedro Mora's recent restoration project, and he is growing his collection of very nice cars, like the blue R8S he presented at La Gala.

The Gordini Club showed their usual beautiful cars and the surprise was Miguel Cacheux's 1971 Estafette, just back from a paint job and some minor mechanical repairs. This LCV had belonged to Ricardo Narezo (RIP) and it is in a very originally kept. To make some background, Ricardo founded the Gordini Club many years ago and was truly a Renault connoisseur and much respected person. Needless to say, his cars were extremely well kept and he restored his cars at his garage, although this Estafette was in great condition when he bought it, so not much work has been done to it.

At about 5 PM the Prize Ceremony took place and the clubs that signed up for the contest, were all ready with the first place cars queuing up to receive their recognitions. For the Dauphines, it was time for wrapping up and get ready to drive back to Mexico City. At last moment, M. Claude Berthelot and his wife Silvie showed up and at least,





we had chance of a nice little talk and they could see our display as well. All the other friends were already moving and we had to leave our friends enjoy the closing ceremony, so it was time to say goodbye. The return to Mexico City was a bit slow as rain started to fall and towing the car, made me slow down considerably. At about 8 PM we were parking the cars at home and I shall add, very tired from the busy weekend.

We look forward for more celebrations of the Dauphine for the rest of the year and we thank the Jaguar Club and Promoclave for the invitation.

If you care for more information of the event, although the page is in Spanish, please visit: <http://www.concursodeelegancia.com.mx/Site/Noticias.asp>

I you have any comments, [dinalpingt4@hotmail.com](mailto:dinalpingt4@hotmail.com)

See the video on the Members Only Download Page at [www.renaultclub.us](http://www.renaultclub.us). ●



# Renault and GM Alliance?

By Marvin McFalls

**N**ews that General Motors' largest shareholder is urging the automaker to consider an alliance with France's Renault and Japan's Nissan has definitely peaked investors interests as GM stock was up 8.5 percent today. The proposal from Kirk Kerkorian and his Tracinda Corp., disclosed Friday, may be little more than a Kerkorian showing his displeasure with the companies performance. With 1/3 of its union employees just taking early retirement or buyout offers the company is definitely in a transission. There is no doubt that there is pressure on GM Chairman and chief executive Rick Wagoner to get the company back on track

Kerkorian suggested to the board that Renault and Nissan buy a minority share in GM, and then GM could benefit from the Alliance like Nissan has, as well as be able to cut costs by sharing platforms and joint projects. The board of directors stated they would take Kerkorian's advise under advisement.

I don't think that GM is desperate enough to ask for help from foreign manufacturers! While cutting all the fat is a good start towards becoming profitable, right now they are still behind on sales and they are currently giving their cars away with a special zero percent financing offer. While this has worked in the past when some of their models were selling, at this point they have no cars moving off the lots that they are making a significant profit on. In the past SUV and truck sales helped to make up for giving away cars at no profit or even a loss. However with gas nearly \$3.00 per gallon sales of trucks and SUVs have tanked.

Don't expect any major announcements about strategic alliances anytime soon. If history is any indicator they will probably wait until they are on the verge of bankruptcy and expect us the taxpayers to save them. American pride can be a terrible thing. I applaud Kirk Kerkorian's willingness to come forward with this proposal.

It seems a no brainer if you look at how fortunes have

## Renault, Nissan and General Motors Joint Statement

7-15-06

**G**eneral Motors, Renault and Nissan today said that an exploratory discussion was held between Carlos Ghosn, President and Chief Executive Officer of Renault, SAS and Nissan Motor Co., Ltd., and Rick Wagoner, Chairman and Chief Executive Officer of General Motors, Corp., regarding the possibility of creating an industrial alliance among these three companies. The companies agreed to cooperate in an Expeditious, confidential review of the potential benefits of such and alliance to each company and the feasibility of achieving them.

"We had a good discussion today, and are looking forward to having our teams work together to explore our ideas," said Wagoner and Ghosn. "It is important to let our teams work on this review without distraction and, therefore, we will not be providing further public comments about it at this time." It is expected that this review will take approximately 90 days. Following this review, the companies will consider whether further exploration of the alliance concept is warranted. ●



changed for Nissan since partnering with Renault. They were the cash poorest major automaker in the world with a drawing board full of great ideas but no resources with which to bring their ideas to reality. Now they have a completely revamped line of cars, and they are gobbling up market share worldwide. While an Alliance would definitely cause an overlap in models, the millions of dollars GM could save in production costs would easily offset the loss in marketshare.

I guess the good news is that if GM would join into an alliance with Renault we would definitely never see Renault return to the U.S. Under their current startagy of non-competition in Europe and Japan it would make it impossible for Renault to return if they were in an Alliance with General Motors. Thank goodness for small wonders. ●

# Carlisle 2006

By Marvin McFalls

**A**s the calendar turns to May, it must be time for the Import, Kit, and Replicar Nationals. As usual I was way behind in getting my car ready to go. After a quick head job and new timing belt, I was able to get the Alliance GTA Convertible running. With a little help from my good friend and electrical genius, Marty McKee we were able to repair all of the rigging done by the previous owner. While my friend Grant Dickerson had did some road testing for me, I had probably only driven the car ten miles when we loaded up for Pennsylvania. I was fairly confident the car was mechanically sound, I hadn't had time to repair some of the lesser issues like a broken window regulator, the interior door latches and even the door panel and arm rest were lying in the back seat. So with my window wedged I was ready to go.

Shortly after 9AM, Friday, May 19th, we left from Marty's shop in Lenoir City. Marty and his nephew Aaron were driving in Marty's Fiero GT with the supercharged V6. After a quick stop at my house in Knoxville and some breakfast we were on the road. By lunch time we were in Virginia so we had a quick bite and I added a quart of oil to the convertible. I figured out later that the PVC tube was worn and was leaking oil on to the engine. We got back on the road and headed North. After running more than 250 miles we decided to stop for fuel, we were making good time so we jump back on 1-81 and headed for the fairgrounds. By 5:30 PM we arrived and after a small hiccup with my registration we were checked in. We checked out the grounds but no Renaults were in the show field yet. So we decided to head to our hotel and get cleaned up. Being that there isn't much to do in Carlisle we decided to check out a movie.

During the movie I received a call from Grant, I called him back after the movie and he said that he was on his way. He figured that sometime between 2 and 3AM he would make it to Carlisle, after a good meal at the Middlesex diner, we headed back to our to get some rest before the big show. As expected Grant Arrived about 3AM and Marty's phone rang shortly after 5AM so I didn't get much rest, but by the time the sun came up I figured that I should get up and get ready for the show. As I was packing up the car, John Vogler came by in his 1986 Alliance Convertible. He told me that he had rescued the car from



the junkyard, and he had got it back on the road. By now it was almost 8AM so John headed over to the diner to meet any early arrivers.

When I arrived shortly after 8AM it was just John and I, but it was long before we were joined by Lee Weaver and believe it or not Marty, Grant ,and Aaron arrived. I guess it is true what they say, nothing beat a free meal! Before we knew it, there were nearly twenty people talking Renault and enjoying fellowship. After we had our fill, we decided to caravan over to the fairgrounds. John had to go back to his house and pick up his GTA and few others cars that needed drivers. So I lead the rest of the group to the fairgrounds. After getting Grant's Alfa Romeo registered, we joined Ray and Nancy Dietz at the wash bay to clean off more than five hundred miles of road grime. By the time we had our cars cleaned off, John and everyone else had arrived so we were able to get all our Renaults lined up.

We had a total of ten Renaults in the Show field plus a Winnebago LeSharro, that started out in life a Renault Traffic. We would have had a better turnout had John found a couple more drivers as he had to leave his convertible as well as John Mullins GTA at his house. We also had Brian Duca bring his R5 Turbo with him again this year. If anyone is looking for a nice Turbo it is for sale. We have to give a special at a boy to Don McLaughlin. Don had to work Saturday morning, but he made sure that we were well represented hauling down his R8 racer and his newly built R5 hill climber, to round out his lineup when he arrived after lunch he came in his GTA. While Don brought the most cars we had several other members come without their Renault including Lloyd Mathis all the way from St. Louis, as well as Clayton Hoover, who for some reason brought a BMW. We also met a man from New Jersey who recently bought a 1923 Renault. So if anyone knows were he can get some parts answer his add in the Marketplace.

With only a few hours before the car show we headed to see what kind of parts and literature we could pick up. I was able to pick up some Koni shocks and nice Alpine poster. While Grant bought up all the literature he could find on his Alfa Romeo GTV6. Marty picked up a piece of Caravelle memorabilia, and Aaron picked up a few diecasts. Now with all our money spent we decided to check out the show fields

I was really impressed with some of the other cars in the corral. The first exciting find was a Facel Vega. The car had Historic Maryland tags, but it is the first Facel Vega I have seen on the East Coast. The next even bigger surprise would have to be the Peugeot 205 Turbo. To my knowledge this is only the second of these cars that have been imported to the US. Along with Brian's R5 Turbo we had a nice selection of exotic French cars.

Well, those are the high points I guess I should speak on the low points. This was supposed to be the 50th Anniver-





sary of Volkswagen in America, but to my knowledge I only counted about six Beetles on the grounds. Also the overall number of cars participating in the show were way down.

With Don finally arriving we were able to have our car show. In another surprise, after this has happened two or three times we should quit calling it an upset, but Ray and Nancy dietz in their beautifully restored R18i wagon took home first prize. The next three places were all for GTAs as John, Michael, and I took home the awards. Honorable Mentions were award to Lee Weaver and Don McLaughlin for his R5 Racer. Finally I received the award for the Farthest Distance Traveled, with more than 500 miles logged from Tennessee in my GTA Convertible. With the awards passed out, we had to cut our trip short as we had a race to get back to in Tennessee the next morning. It was disappointing not to be able to take part in a swap meet, but we had another 500 miles to go before finally getting some rest.



It was another exciting trip to Carlisle. we look forward to seeing all our friends again next year, hopefully our stay will be a little longer. ●



# Renault F1 Update

By Marvin McFalls

Since my last Report there have been seven more Grand Prix so the season is now at the half way point. Picking up where we left off was Fernando Alonso with another impressive victory in Australia. After three events the talk around the paddock was could Renault win every race this season.

Unfortunately, it was not to be as Ferrari came out on their home turf of San Marino. The Italian team was very impressive this weekend in their own back yard finishing first and fourth. They used an excellent pit strategy to pass the Renaults on the pit lane. After San Marino the big question was would Ferrari be able to compete at this high of a level. At the Nurburgring the answer was yes, as Michael Schumacher again passed Fernando Alonso with pit strategy.

With five races completed Renault still had to feel good with three race victories and finishing second in San Marino and Germany. Fernando Alonso had established a large lead in defending his Driver's Championship. While Renault had also established a considerable lead in Constructor's title, although Ferrari had moved passed McLaren as the strongest contender.

After finishing second to Michael Schumacher and Ferrari in San Marino and at the Nurburgring, Fernando Alonso was determined to stand atop the podium in Spain. Being that it was his home Grand Prix and the fact that he had never won there put a lot of pressure on the young champion. However he was able to take on the challenge by winning the pole, and driving away from the field to a relatively easy victory. Unlike in the two previous races the Ferrari didn't have the same pace where they would get faster as the run continued.

The next race was on the streets of Monaco, where being fast in qualifying is extremely important as passing is nearly impossible. In Monaco, it wasn't much more than a Sunday drive for Alonso as Ferrari only answer to slowing down Alonso was Michael Schumacher blocking the track at the end of the qualifying session preventing Alonso and others for improving their times. However his plan was thwarted when he was forced to start at the rear of the field after his poorly planned stunt.

In England, it was again all Alonso with another pole position. Before the race many speculated the Renault had less fuel than the Ferraris or the McLaren, but Alonso insisted that it would not be an issue, and in fact they had more fuel than their competition and they never gave up the lead the entire race including during pitstops. Let me also mention that Giancarlo Fisichella also had a strong performance in the British Grand Prix. He started fifth and







moved into fourth position after the first pitstop. He also led the race for a lap while Alonso pitted.

Next up for the team was a trip to North America. In Canada, Renault continued to flex their muscles with Alonso and Fisichella both starting on the front row. Unfortunately Giancarlo jumped the start and would be forced to do a drive thru penalty moving him back into fourth behind Kimi Raikkonen and Michael Schumacher. While Ferrari and McLaren have both improved since the beginning of the season it is apparent they don't have any answers for Renault.

While they won't admit most teams have begun focusing on next season. Not to be out done, Renault is beginning to set their team for next season. With Fernando Alonso's moving to McLaren, it is still unknown who will lead Team Renault next year. It was announced before the Canadian Grand Prix that Giancarlo Fisichella would become the "Backbone" of the Renault team next season.

I don't want to be critical of Giancarlo, over the past two years since returning to Renault he has been anything but the backbone of this team. Just like in Canada over the weekend where he jumped the start, and last season when he stalled the car in the pits not once but twice these type of hiccups can't be made by the leader of the team. While his experience with this year's car will be incredibly beneficial in the development of next year's car, but without a top line driver in the other cockpit, it may not matter how good the car is. It is well known that Renault spends about half as much as the other top teams, but skimping on drivers could come back to bite them.

Well, that is enough speculation about next season. Lets enjoy as many victories as we can this year starting at Indianapolis.

#### Drivers' Standings

F.Alonso - 84, M.Schumacher - 59, K.Räikkönen - 39, G.Fisichella - 37, F.Massa - 28, J.Montoya - 26, J.Button - 16, R.Barrichello - 13, N.Heidfeld - 12, R.Schumacher - 8, D.Coulthard - 8, J.Villeneuve - 7, M.Webber - 6, N.Rosberg - 4

#### Constructor's Standings

Renault - 121, Ferrari - 87, McLaren-Mercedes - 65, Honda - 29, Sauber-BMW - 19, Toyota - 11, Williams-Cosworth - 10, RBR-Ferrari - 9, STR-Cosworth - 0, MF1-Toyota - 0, Super Aguri-Honda - 0 ●



# Renault News from Around the World

By Marvin McFalls

**O**n May 29th the 250,000th Logan rolled out of the Dacia plant in Pitesti, Romania. The Dacia plant supplies Logans to 35 of the 42 Countries where they are currently sold. The Logan is also Manufactured in Russia where more than 25,000 models have been sold since production began last April. The Logan is also built in Morocco and Columbia, production will soon begin in Iran, and in 2007 production will begin in India and Brazil.

More than half of the Logan's sold have been in Romania and the rest of Western Europe. Over the next few years hopes are that this percentage will decrease as the car is designed for emerging markets like India and China. However with the unexpected popularity in Western Europe, they have gone ahead and offered an upgrade, the Logan Steppe concept car was introduced at the Geneva Auto Show earlier this year. With a 1.5 litre diesel powerplant more than half of these new models have been sold in France. However it is the least expensive diesel model in many of the countries it is sold in. The Logan continues to be a great bargain even though the diesel model sells for more than twice as much as the original \$5,000 Euro base price. ●



# SCCA Beat

By Marvin McFalls

Since their opening defeat to the all powerful Renault Alliance Cup car, both Marty and Curtis upped the ante. Marty added a front suspension from a Omni GLH and Curtis replaced his old springs and shocks with new ones. If that wasn't bad enough, both of them bought racing tires. The disgrace of losing to a car with nearly 100 less horsepower was more than they could handle. In round two Marty's Dodge Rampage just barely beat the Renault and Curtis came home third. It became apparent that their improvements had paid off, but the Renault is still considerably faster thru the turns.

Round three took place the same weekend as Carlisle and instead of being on our home turf of Lenoir City, it took place in Sevierville, Tennessee at the Tennessee Smokies Baseball Stadium. Unlike Lenoir City's course which is very flat, the Stadium sits a top a large hill, and the ETRSCCA set up a challenging course with not one but two uphill sections. It didn't look like it would be a good day for team Renault. Both Grant and I decided to co-drive the car to see if we could gain any advantage over Marty and Curtis driving solo. After they set the heats Marty and Curtis were set to run in the second session and Grant and I raced in the third and final session.

Marty and Curtis both ran the course in the 45 second range on their first runs. In his second run Curtis did a 44.2 setting the number to beat. On his third run Curtis's car started to smoke heavily so he decided to retire early. Marty had four more runs to try to knock Curtis off the top of the chart, each run he went a little quick and his final run was a 44 second flat, unfortunately he clipped a cone so with the two second penalty that let Curtis in the lead.

Now it was Grant and my turn. After one run our best time was in the 46 second range. It didn't look good for the little Renault. However we had five runs left and we knew we could improve. By our third run Grant broke the 45 second barrier and in his fourth run he did a 44.6, with two runs left it look like we actually had a shot to beat the 150 hp Shelybs. However we weren't able to improve our times in our last two runs, we actually were slower and the final run was much slower. It turned out one of the rear brakes was dragging, slowing the car down especially on the up hill sections. We had this same problem in Nashville a couple of years ago. I guess when you only drive a car once a month you need to adjust the brake before racing. Next

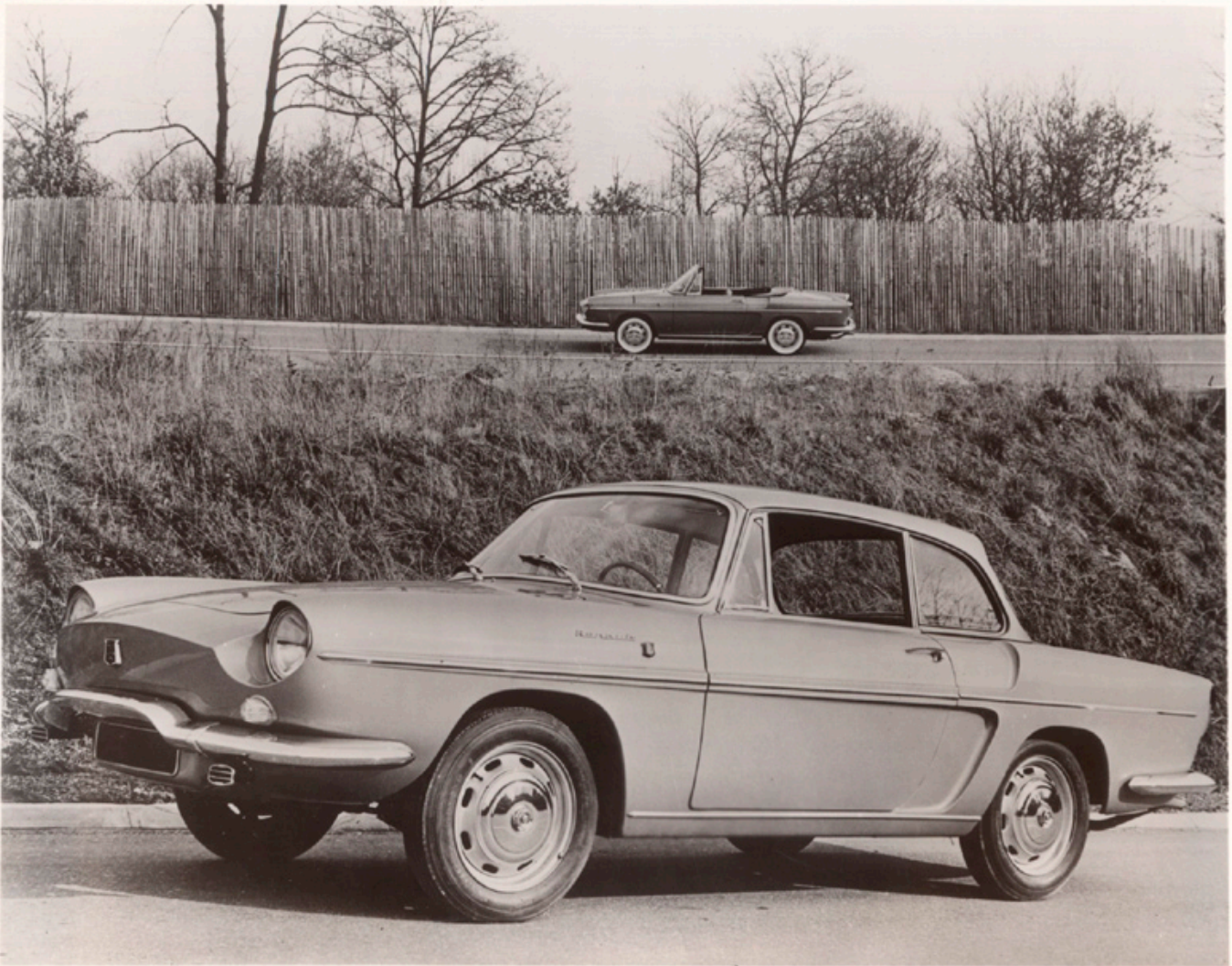
time we bring out the car we will adjust the brakes before racing.

Following the first three rounds, each car had one victory. Round four however was a change of pace. Marty's Dodge Rampage was involved in a accident and couldn't participate so he decided to drive his Renault GTA. With Marty carrying the banner for Renault, Grant decided to bring his Alfa Romeo GTV6. I guess he was tired of driving the car with the least horsepower in the entire field and so he moved up to driving the car with the most in our challenge. It was a hot June Sunday morning when we headed back to Smokies Stadium for round four.

For this race, they set up a short course on the side of the hill. It was quite disappointing we didn't bring the Alliance Cup car, as it would have been very competitive. Marty raced in E Stock class again Curtis, although his GTA only had street tires. It turned out to be not much of a challenge as Curtis was able to turn a 33.7 to Marty's 34.3 Now it was Grant's turn as he drove his Alfa in G Stock. Grant started out slow with his first run at nearly 36 seconds. Having never raced the Alfa it took a few runs to get used to it. On his fourth run, Grant passed Marty with a 34 second lap. With two runs left Curt was starting to sweat. Grant's fifth run was in the 33s and his final run was a 33.796. However that was a few hundredths of a second slower than Curtis's best lap of 33.711.

After four event Curtis broke the tie in grudge match, but it looks like the next event will be wide open as Marty should have his Rampage back on the road, and Curtis has taken his car apart for a fresh paint job so he may not be able to participate. Look for the return of the Alliance Cup, as the race will be at the mall in Oak Ridge. It is a very tight technical course where horepower isn't much of a factor. Hopefully we will once again stand atop our imaginary podium. Needless to say we have a lot of fun, even if we rarely compete for class victories. ●





*1965 Renault Caravelle publicity photo*

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