

Renault News

85
 Fall
 2007



The R10 at 40

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Renault Owners Club of North America

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New Members

US\$15 for 1 year online membership: worldwide

US\$20 for 1 year postal membership:

U.S., Mexico & Canada only

Join online at www.renaultclub.us/join

Or send payment, along with details about your cars to:

Ray Dietz, 1250 Lanier Rd., Martinsville, VA 24112-5212

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Renewals-Registry Information and Address Changes

Renew online or mail payment to:

Jacques Lynn, 13839 Hwy 8 Bus., El Cajon, CA 92021

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August 2007, Renewals

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Dana, Roger	Khachadourian, Vicken
Degel, Zoe Ella	Macafee, Beverly LT RNW
Dixon, Gary D.	Nishon, Happy Hank
Etamad-Moghadam, Cyrus	Ovick, Steven
Falooa, Francois	Peters, Gary
Gallichotte, Ross	Symonds, Bobby
Gnesko, Terrance	Tolsai, Carlos
Hacker, Geoffrey	Westcott, Gary
Hertog, John	Wong, Victor
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September 2007, New Postal Members

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September 2007, Renewals

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Dodenhoff, Martin	Scheininger, David
Entler, James	Story, Paul
Fosburg, Karl	Tosch, John
Gruchala, Keith	Vezie, David
La Rowe, Harold	Vivoni, Joffre
Mc Cosh, Terrence	Wietzke, Bill
Pilote, Ray	Winkler, Richard

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October 2007, Renewals

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Miller, Eric
Mooney, Herb
Showers, John

Treasurer's Report

Beginning Balance:

Checking account	2845.44
Savings account	5934.82
Total	8780.26

Income:

Postal dues	1060.00
Paypal dues	2005.85
Back issues	27.00
Donations	0.00
Advertising	0.00
Interest income	80.16
Total	3173.01

Outlay:

Postage	672.26
Printing	731.55
Copying	00.00
Supplies	00.00
Advertisements	429.98
Other	54.90
Website	119.70
Reimbursements (members)	85.00
Newsletter	1190.00
Total	3283.39

Ending Balance:

Checking account	2654.90
Savings account	6014.98
Total	8669.88

Income Less Outlay -110.38

Ending Balance Less Beginning Balance -110.38

Sharon Desplaines, Treasurer



Pour les besoins du catalogue 1964, Renault va envoyer plusieurs cabriolets et coupés à l'assaut des routes européennes, à l'image de ce cabriolet surpris en Finlande.

Renault 1093

By Bernard Cahier

Although Renault was the first to combine the name of their popular production car, the Dauphine, with that of a known racing name, Gordini, two of their direct competitors followed their example even more strikingly in the performance field in creating Fiat Abarth 850 and the Austin Mini Cooper. Thus Renault found themselves in the position of having their Gordini well out paced by its direct rivals, and more or less felt themselves obligated to turn out a more competitive model specially built to fulfill the demand of the large rally clientele. Thanks to the persuasion of the Competition Manager of Renault, Francois London. It had been decided that the mandatory 1000 cars would be built. Enough for the FIA to classify the 1093 as a Touring car. Amusingly enough, as soon as people heard the 1093 would be produced more than 3000 order were placed, to the great surprise of the Renault Board of Directors.

The 1093 is a special version of the Dauphine Gordini, and the horsepower has been increased from 40 to 56. This increase has been obtained by a good polishing of the head, which now has 9.2 to 1 compression: different valves, with double springs and domed pistons were fitted, as well as a different cam shaft, with the manifold was replaced with a header. The single barrel Solex was replaced with a two barrel. That takes care of the engine itself. Other modifications included a harder type Ferodo clutch and a different top gear on the four speed gearbox, which otherwise is unchanged. The suspension was strengthened to cope with the extra power and speed, and special shock absorbers were fitted as well as shorter coil springs, which give better camber to the rear wheels.

The standard drum brakes were changed in that fade proof linings were put on, as well as aluminum air fins on the front brake drums for better cooling. The car is also equipped with bigger headlights and a louder two-tone horn, not necessary for a car capable of exceeding 100mph. Inside the interior is not nearly as deluxe as the Dauphine Deluxe nor the standard Gordini, but the seats are comfortable enough. It comes with a tachometer and a 115mph speedometer (is Renault intending to make a 110 mph Dauphine?) The general finish is good, but the much more plain interior of this car makes us regret, a bit, the much more plush interior of the Gordini. From the outside the 1093 is recognizable by its white color with the two 1-inch French Racing Blue running from front to rear, and also of course by the "1093" insignia on the rear engine hood. Also for more observing eye, the car looks lower and the negative camber of the wheels at the rear looks more pronounced than that of a Dauphine.

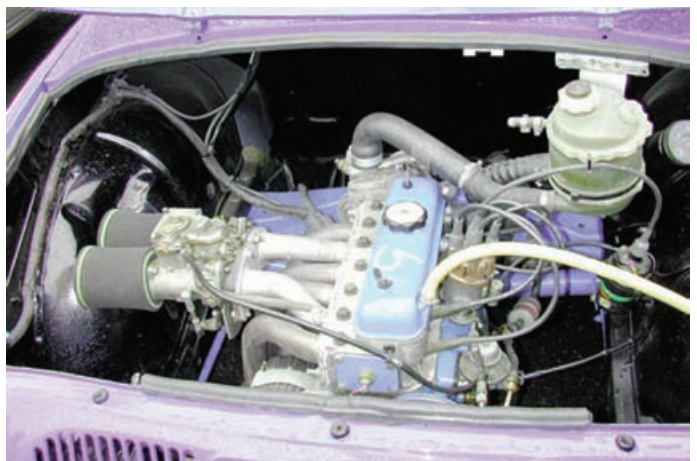
My first impression after starting the car, is the freeness of the engine which revs up so quickly as you are warming



the engine. Second impression, as you plunge yourself into that vast racetrack which is Paris Traffic, is that you find yourself delighted with the responsiveness of the engine -- its crispness and its power coming on very decisively and very quickly after 300 rpms. This doesn't mean the car is dead under that range of revs; on the contrary, I was amazed by the flexibility of this little engine which allows you to go as low as 15mph in top gear and almost start from zero in second. However using full revs the ratio felt terrific. First would go to 26mph, second to 44 and third to 63. Those were fantastic ratios in town and I was always finding myself ahead of traffic with the combination of good ratios, fine power, and amazing maneuverability. However with the standard steering of the Dauphine it was a little lacking.

After completing my acceleration test at Montlhery, I found the car comparable to the Mini cooper, and it doesn't quite have the performance of the Fiat Abarth. Next it was time for the six-mile road circuit at Montlhery on which the 1093 behaved in a brilliant and safe manner. The infamous over steer is much less pronounced in the 1093 compared to the standard Dauphine. In fact, I found it just right and charging into a corner, the clean steady over steering characteristic helps you well in placing the car coming out of it.

To sum it up, the 1093 Renault is very fine, fast and refined sporty little car capable of giving to its owners a great amount of driving pleasure with a maximum of safety at a very interesting price. To me, the 1093 is one of those near ideal touring cars for a young driver starting in competition type rallies, because it is quite competitive in its class, it is the right price, safe and it has the advantage that the parts are inexpensive and easy to get. ●



New Renaults coming to North America... Sort Of

By Marvin McFalls

I thought I would see if anyone is sleeping. No there aren't any new Renaults coming to North America, however the recent arrival of the new Nissan Altima bears a striking resemblance to the new Renault Laguna. While the nose and tail are quite different the middle is almost a mirror image. Though I would expect to see any Altima station wagons anytime soon. It is quite interesting how sharing platforms and technology leads to products that are so similar.

For the first time the new Altima will feature Hybrid technology. This is the first hybrid model from Renault Nissan to hit the street. They were very skeptical about the technology and didn't invest the millions in research and development. It doesn't feature any new advances in the technology, but it does allow them a place at the table. I am still not sold on the technology, and I believe sales may drop of considerably this fall when the new EPA standards for projecting Miles Per Gallon are introduced. Hybrids incredible city MPGs are going to drop like Enron stock.

In other news, the fastest growing car line in the world is on its way. Yes the Renault Logan or better known under the Dacia badge will be coming to Mexico. It is going to be imported from Brazil where it is built in a Renault factory. It is currently being sold in other South American countries like Columbia. However when the cars come of the ship in Mexico through the magic of badge engineering they will be the all new Nissan Aprio. Renault made a similar decision when they introduced the Clio sedan to Mexico and called it the Nissan Platina back in 1999.

This doesn't surprise me with the recent news our friend Francisco reported of the Renault brand in Mexico. While Renault has run their name into the ground in Mexico, the Nissan Brand is still flying high, so they will use it for the introduction of the Logan. The selling price for a base model Aprio will run around \$10,000 US, and fully equipped version will be about three thousand more running around \$13,000. If past performance is any indication, the Logan or Aprio will be a big hit in Mexico. It is just a lot of car for the money.

Now for the big news! For the first time since 1991 or so a production car built in France will be imported in large numbers. Unfortunately this car isn't a Renault, to be honest it was originally designed by Swiss watch company, and it is produced in factory owned by Mercedes Benz, but even with all that it is made in France. It is the all new Smart Fortwo. It is scheduled to Arrive in January 2008 and for the sum of \$99 you can reserve yours. United Auto group is importing it. They re planning on selling 16,000 cars next year so you better get in line soon if you want



to get one. The expected MSRP for a base model is around \$12,000, which is considerably less than the more than \$15,000 Euro sticker price overseas so it is a pretty good bargain. So go to Smart USA and reserve yours. ●



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40 Years of the R10 in America

By Marvin McFalls

The R10 was actually introduced in France in 1966, but it didn't make it to North America until the following year, it didn't really hit me until recently, but this is the 40th Anniversary of one of the most beloved Renaults ever sold in America.

Way back in 1967 Renault introduced a new model. It was basically a stretched out R8 without eyebrows. But for one reason or another it was a very popular model here. While in Europe it was basically the bastard child of the R8. So looking back the R10 was only sold in mass numbers in North America and Spain where it was also built. Whenever I travel to France and talk about older Renaults no one has much to say about the R10. However it is the exact opposite here. Whenever we go to car show or swap meet, we will hear from more than one person who owned a R10, and they say how they wish they had another, or that was the best car I ever owned. Unlike the Dauphines and 4cvs, a R10 could get out of its own way. It also wasn't uncommon to get 200, or even 300,000 miles of service out of one. This is probably why we meet people with such fond memories of their R10s.

Back in 1967 you could buy an R10 for less than \$2000. For that money you received 1100cc, 5 bearing Engine with

anyone who test drove a car had to have the optional seats.

While the cars weren't perfect. The sealed liquid cooling system required some getting used to, and the automatic transmission was a complete piece of junk. Over the four year run of the R10 a few upgrades were added. The biggest of these was the introduction of the 1300cc Sierra engine. Also included was a tandem master cylinder. This was a major improvement in case of brake failure. Before if your brakes failed all you had was your emergency brake. Unfortunately, with the increased power and improved brakes, somehow those incredible seats disappeared.

The R10 was a fully functioning car, that was very at home on the highways and byways of North America. With a top speed of 95 mph it could handle a busy interstate, or it could just as easily carve up a country gravel road. While the R8 was just as rugged, it just wasn't a popular model here. The R10 was the turning point for Renault in the U.S. Before then it was a quirky little second car, that was easy to park. However, you would have had to have been mad to actually try to make a transcontinental trip in a 4cv or Dauphine. The R10 was also a great stepping stone to the top of the line R16 which also came to America at the same time. The four years the R10s were sold were some



a four-speed transmission. 35 mpg was not uncommon, but with gas only about 40 cents per gallon it wasn't a huge selling point. 4 wheel independent suspension, and 4 wheel disc brakes were also standard equipment, while they were not even an option on an American model costing twice the price. Other improvements over earlier models included rack and pinion steering and heater with a core in the dash making it much warmer in the winter. On top of all these feature the R10 featured in my opinion the most comfortable and functional front seats ever installed in a car. Renault claimed the contoured seats reclined for sleeping and they had eighteen other position for when you weren't. These seats were so impressive they were an option and cost \$50 more than the standard ones. But

of the best years for Renault sales in North America. They were transitioning out of the mini car business and moving into the small to medium market.

So congratulation R10, your 40 years in North America has been a real honor. Sorry we didn't have a party for you. Unfortunately being rugged and reliable are good qualities, but when you have the styling of a brick you just don't have the biggest following. However there are still many excellent examples and there will usually be a few at most of our meets held in North America. They even have a cult following south of the border. Recently three R10s were photographed at a monthly meeting, two of them were rare European models. ●

The Renault Trike

By Ken DeWitt

I completed this project 3-29-07.

Picture #1 – Front view. Not so much different from any other trike that you would see coming at you down the road. The front fork is from an old bike, as is the faring. Just stock stuff that can be found from almost any cycle shop.

Picture #2 – Right side view. The lines are very clean and sharp and looks like it is in motion even while sitting still. When you get on and sit down and put your foot on the foot peg, you'll see that it can rock forward and backward from a neutral position. This allows you to select the gears in accordance with a lever located on the left side of the bike (Shown just behind the left foot peg in picture #3).

The lever that would be operated by the left foot rotates the shift shaft, while the right foot moves the shaft to select the gears just as you would by moving the stick shaft lever in a car. Tricky, but it does work.

I must mention that when I put it into first gear, I was trying to start off slowly, but ended up with the front end off the ground at about a 45° angle! Experimentation showed me that 3rd gear was all I needed to start off, and 4th is the road gear all the way to top speed.

To connect the motor to the transaxle without having to install a clutch, I used a Comet torque converter Model 40 series. For those that have never used a torque converter, it is two pulleys and a belt that enable continuous variable transmission. This makes it possible for the 16hp Briggs and Stratton motor to have the power to push the trike up to a speed of 65 miles an hour.

I used a Vanguard OHV V Twin cylinder electric start engine connected to a 1964 Renault R8 transaxle from a car I bought in 1964. My daughter wrecked the car in 1966. She rolled it 3 or 4 times. The car body was totaled, but my daughter didn't get a scratch. All the good parts I could save, I did. The front end was used for a later project. The transaxle was saved until now.

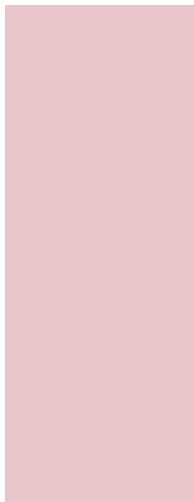
Picture # 4 shows the rear of the trike, the motor in the center, with the 1.7 gallon gas tank above. The trike get about 65 miles to the gallon, which is not bad at all!

The bumper was the two outer ends of the R8 front bumper. I joined the two together with spot welds. The license plate was mounted in the center with a light above it. To the right and left of the plate are the tail and brake light combination. The turn signal lights were mounted on fenders purchased from a trailer shop.

I have had so much enjoyment working on the project.



Although there were so many things that would not work, I had to keep trying and it finally came together. My plan now is to ride to work and save on gas (actually a bunch of bull, because I love to ride it!) ●



More Sharks Discovered

By Marvin McFalls

In our last Issue I introduced you to El Tiburon, the 4cv based shark designed by Henry Covington and molded by Glenn Gums. It mentioned in the article that they had planned to build more of these cars and it turned out they had. After the latest newsletter was mailed I received a call from Geoffrey Hacker of Tampa, Florida. It turns out Geoff is a member of our club and his sharks have been in our club for a while. Geoff lives in Tampa and he has been friends with the Covington and Gums family for years. It turns out a total of 11 more Tiburons were built. Six were Hardtops and five more were convertible. Back in April of 1962 the shark was featured on the cover of Mechanics Illustrated. Unfortunately Henry Covington died in May of that same year, but his legacy lives on thru these cars and his family.

Geoff has three of the cars in his collection. Two convertibles which are based on the 4cv platform just like the original prototype and a hardtop that used a 1962 Porsche Fastback as the platform. Geoff tells me the original prototype from our previous issue was destroyed many years ago. The family still owned it and it was in bad condition, but Geoff didn't have the resources at the time and the car was sent to the scrap yard. He has also found one of the other hardtops. Unfortunately it had met with a untimely demise. That model had a Corvair Turbo drive train in and it was burned in a fire.

Covington demonstrates driving position.



To his knowledge, the three models he owns are the only three left. He bought his first convertible back in 1980 in San Diego, California, and a few years later he bought his second convertible in the Tampa area. Both of these cars featured R8 Gordini engines, even though one was built on a 4cv chassis and the other was built on a Dauphine chassis. As a side note Geoff also owns two R8 Gordinis. He became interested in them thru his Gordini powered Tiburons. He owns a 1134, and a 1135 which has a racing history behind it. He is currently working to restore the two convertibles.

Now for the Hardtop, back in the 60's it was sold to a family friend of the Covingtons and taken to Modesto California. For about thirty years it sat in a garage, until a friend Dave Schwartz bought it and restored it. In 2005 Geoffrey Hacker bought the car and it is currently being displayed in a local museum in Florida.

I find it quite interesting how some of these unique Renaults have survived for fifty years or more, but at the same time most of the Renaults sold in U.S. either ended up at place like the Renault Farm or worse cut up for scrap. I am always excited to bring to light the stories of these imaginative creations. ●

ALTHOUGH RENAULT WAS THE FIRST to combine the name of their popular production car, the Dauphine, with that of a known racing name, Gordini, two of their direct competitors followed their example even more strikingly in the performance field in creating the Fiat-Abarth 850 cc and the Austin-Cooper. Thus Renault found themselves in the position of having their Gordini model well out-paced by its direct rivals, and more or less felt themselves obligated to turn out a more competitive model specially built to fulfill the demand of the large rally clientele. The new car, called the "1093," was brought out just before Christmas. Actually this car has been ready for production for at least two years but the too-conservative commercial direction of this firm couldn't believe that there would be a real demand for such a car. Finally, after much struggling and persuasion on the part of the able Competition Manager of Renault, Francois Landon, it was agreed that a series of 1000 cars could be made, enough for the FIA to classify the 1093 as a Touring car. Amusingly enough, as soon as people heard that the 1093 would soon be on sale, close to 3,000 orders were placed, to the great surprise of the Renault Board of Directors.

The 1093 is a special version of the Dauphine Gordini (SCG, July 1961), and the horsepower of the engine has been brought up to 55 hp SAE at 5,600 rpm as against 40 for the Gordini. This increase of horsepower has been obtained by a good polishing of the head, which now has 9.2 to 1 compression; different valves, with double springs, and domed pistons were fitted, as well as a different cam shaft, while the cast iron manifold was replaced by a special manifold made of steel tubes of large diameter. The single throat Solex was replaced by a double throat carburetor of the same make, with a pancake type air filter rather than the more elaborate oil type air filter of the regular Dauphine. That takes care of the engine itself. Other modifications included a harder type Ferodo clutch and a different top gear (1.07 instead of 1.03) on the four-speed gearbox, which

Road Test Dauphine 1093

by Bernard Cahier



otherwise has the same gear ratio as that of the Caravelle. The suspension was strengthened to cope with the extra power and speed, and special shock absorbers were fitted as well as shorter coil springs, which give a better camber to the rear wheels. The steering ratio was not touched.

The standard drum brakes were changed in that more fade-proof linings were put on, as well as aluminum air fins on the front drums for better cooling. The car is also equipped with bigger headlights and a louder two-tone horn, both necessary for a car capable of going 90 mph. Inside, the interior is not nearly as deluxe as the Dauphine Deluxe nor the Gordini, but the seats are comfortable enough. They really should have been more a sports bucket-type for a rally car, and with adjustable backs as well. The car is fitted with a rev counter as standard equipment and the speedometer goes to an encouraging 115 mph. (Is Renault intending to make a 110 mph Dauphine?) The general finish is good but the much more plain interior of this car makes us regret, a bit, the more plush interior of the Gordini. From the outside the 1093 is recognizable by its white color with the two 1-inch blue stripes running from front to rear and also, of course, by the "1093" insignia on the rear engine hood. Also, for a more observing eye, the car looks lower and the negative camber of the wheels at the rear looks more pronounced than that of a Dauphine.

The car we tested was a factory car, well prepared, which was handed to me by my friend Bob Sicot, the well-known Renault Public Relations man in Europe. I flew to Paris especially for this test and I was lucky enough to be able to carry it out in fairly good conditions, in spite of the Winter and a very strong wind which was blowing that week-end. Having owned four Dauphines, all modified (and my last one was one of the fastest in France, with a top speed of 95 mph), I was naturally very curious to find out the reactions and performance of this new car, and to compare it also with the Austin-Cooper. The first impression, when you start the 1093, is the freeness of the engine which revs up so quickly as you are warming the engine. Second impression, as you plunge yourself into that vast race track which is the Paris traffic, is that you find yourself delighted with the responsiveness of this engine — its crispness and its power coming on very decisively and very quickly after 3,000 rpm. This doesn't mean that the car is dead under that range of revs; on the contrary, I was amazed by the flexibility of this little engine which allows you to go as low as 15 mph in top gear and almost start from zero in Second.

In using the revs up to 5,800-6,000, the ratios felt terrific and, going through the gears, there was a minimum of drop of rpm. First would go to 26 mph, Second to 44, and Third to 63 mph. Those were fantastic ratios for quick get-aways in town and I was always finding myself well ahead of the traffic with this combination of good power, fine ratios and amazing maneuverability of the car. Once on the open road the car really seems in its true element and immediately gives you a tremendous enjoyment in driving it. You quickly reach a cruising speed of 80 mph, and at that speed and more the car feels perfectly safe and stable while the engine noise is surprisingly low for a unit with such high tuning. I say "very stable," that is when you don't have gusts of wind to which the car is very sensitive. This common defect of so many cars is, of course, always more amplified on a rear engine car, and a light one at that, but it can be diminished if you have a more direct steering which allows you to drive in a more relaxed manner. The 1093 does not have this — indeed, the 1093 has the regular steering ratio of the normal Dauphine, which is very smooth and fine for normal driving conditions, but which I felt was not quick enough for the faster and more spirited 1093 which, after all, is a car built for performance and for the enthusiast. On my own Dauphine I always had that wonderful quick,

ROAD TEST 15/62 TEST DATA

direct steering made by the Renault specialist Ferry, and I don't understand why Renault didn't fit it as standard.

After a quick drive to Montlhery, only some 20 miles from Paris, I proceeded with the acceleration and maximum speed runs. There again the 1093 gave me no disappointments, as I was able to reach 50 mph in 13.4 seconds, 60 in 18.8 and 70 in 30 seconds, while the quarter mile was covered in 20.4 seconds. Several maximum speed runs were taken at 88 mph, which is a really good speed for a Dauphine since it means that on the open road (the rough banking of Montlhery always absorbs speed on any car) any 1093 will do a genuine 90 mph. These various figures for the 1093 are considerably better than those of the Gordini which was timed by SCG at 78 mph, while 0 to 50 and 60 were reached respectively in 16.4 and 26 seconds. An interesting detail — these figures are very close to those of the 1000 cc Austin-Cooper and, although the car doesn't have the performance of the 850 TC Fiat Abarth which I tested a few months ago (SCG, Feb. 1962), it is a more refined machine, easier to drive in town (in a relaxed manner) and I would say that it has on the whole a better road handling.

Talking about road handling, our next test was the difficult six-mile road circuit of Montlhery on which the 1093 behaved in a brilliant and safe manner. Compared to the standard Dauphine, the road handling is most definitely superior and, due to the altering of the suspension, the car behaved in a much cleaner way in turns taken at the limit. Although the characteristics of the car remain necessarily the same, meaning oversteer, this tendency is much less pronounced on the 1093. In fact, I found it just right and, charging into a corner, the clean steady oversteering characteristic helps you well in placing the car coming out of it. At no time did I feel uncomfortable, but in a twisty section I am sure that I could have gone faster if I had had quicker steering. On the whole, the car felt rock steady for such a small and light machine. At all times the gear ratios felt just right for the maximum speed the car was planned to do. However, for those who will make the 1093 go even faster, and this is easy to do, I would prefer the Third and Fourth gears even higher. The brakes felt very much like those of the regular Dauphine, meaning smooth with a minimum of foot pressure and powerful enough too, but the fading point is retarded because of the different linings and the excellent air fins mounted on the front drums. This doesn't mean, however, that hard driving will not produce fading of the brakes eventually and I would think that Renault would be better off, especially if they produce a faster version of the 1093, if they would equip the car with disc brakes in front.

To sum it up, the new 1093 Renault is a very fine, fast and refined sporty little car capable of giving to its owners a great amount of driving pleasure with a maximum of safety and at a very interesting price. The car gives a feeling of being extremely well put together and, for example, the gearshift lever feels much nicer than that of the Gordini, although they are fundamentally the same box, which means that the gear boxes of the 1093 must be very carefully put together, just as are all the other components of the car itself. This is undoubtedly due to the fact that the 1093 was born in the competition department of Francois Landon and it benefits directly from all of the racing experience this department has had with Dauphines. To me, the 1093 is one of those near ideal "Touring" cars for a young chap who is starting in competition type rallies, because it is quite competitive in its class, it is right in price, safe, and it has the advantage that the parts are inexpensive and easy to get. Undoubtedly the 1093 will have plenty of competition with the Fiat Abarths and Austin-Coopers, but compared with these cars it still has a lot of desirable features, and it is already assured of a very fine future. *Bernard Cahier*

VEHICLE Renault Dauphine MODEL 1093
 PRICE (as tested) about \$1200, Export OPTIONS ..different gear ratios; radio.
 Price in Paris.

ENGINE:

Type: 4 cylinder, water cooled, in-line
 Head: Cast aluminum, removable
 Valves: Overhead
 Max. bhp 55 (SAE) @ 5600 rpm
 Max. Torque 50 lbs. ft. @ 4500 rpm
 Bore 2.28 in. 58 mm.
 Stroke 3.16 in. 80 mm.
 Displacement 51.5 cu. in. 845 cc.
 Compression Ratio 9.2 to 1
 Induction System: Double throat Solex type "32 PAIA3"
 Exhaust System: One piece steel manifold of large diameter and very direct
 Electrical System: 12 Volt

STEERING: Rack and pinion
 Turns Lock to Lock: 4.5
 Turn Circle: 30 ft.
TRANSMISSION: 4 speed forward — first non-synchronized
 Ratios: 1st 3.7 to 1
 2nd 2.28 to 1
 3rd 1.52 to 1
 4th 1.07 to 1

CLUTCH: Special reinforced Ferodo type "PKH 52" (single disc)
 Diameter: 6.29 in.
 Actuation: by cable

DIFFERENTIAL:
 Ratio: 4.375 to 1
 Drive Axles (type): swing axle

BRAKES: Hydraulic — Drums with aluminum fins for better cooling
 Drum or Disc Diameter 9 in.
 Swept Area 88 sq. in.

CHASSIS:

Frame: Welded steel integral body type construction with floor type chassis
 Body: 4 door, sedan — steel
 Front Suspension: Independent — Unequal wishbones and coil springs with "aerostable front"
 Rear Suspension: Swing axle and coil spring with aerostable rear
 Tire Size & Type: 135x380 or 145x380 Michelin "X"

WEIGHTS AND MEASURES:

Wheelbase:89 in. Ground Clearance 5 3/4 in.
 Front Track:49 in. Curb Weight 1430 lbs.
 Rear Track:48 in. Test Weight 1800 lbs.
 Overall Height 56 3/4 in. Crankcase 2 1/2 qts.
 Overall Width60 in. Cooling System 5 qts.
 Overall Length 155 in. Gas Tank 8 1/2 gals.

PERFORMANCE:

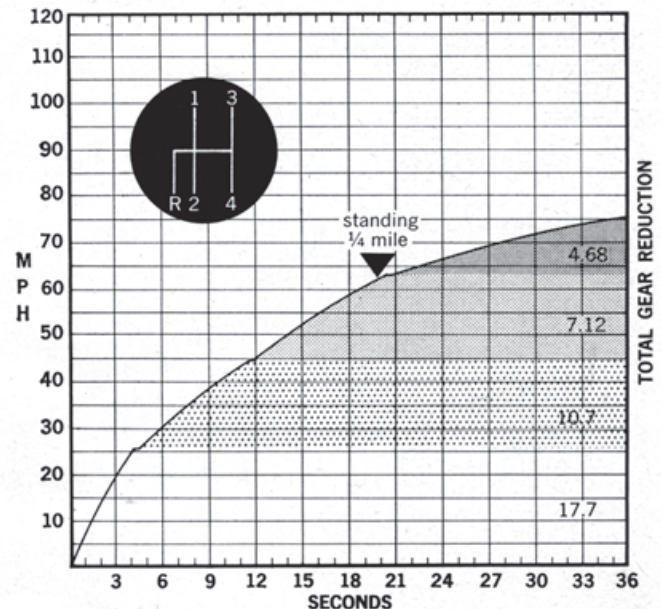
0-30 6.0 sec. 0-70 30.0 sec.
 0-40 10.3 sec. 0-80 43.4 sec.
 0-50 13.4 sec. Standing 1/4 mile 20.4 sec. @ 63 mph
 0-60 18.8 sec. Top Speed (av. two-way run) 88 mph

Fuel Consumption

Test: 28 mpg RPM Red-line 6000/6200 rpm
 Average: 30 mpg Speed Ranges in gears:
 Recommended Shift Points: 1st 0 to 26 mph
 2nd 0 to 44 mph
 3rd 10 to 63 mph
 4th 15 to 88/90 mph
 Brake Test: Partial fade encountered with hard driving on the Montlhery track. Several stops were made at 60 mph and partial fading appeared after that for a short time.

REFERENCE FACTORS:

Bhp. per Cubic Inch 1.07
 Lbs. per bhp. 26
 Piston Speed @ Peak rpm 3140 ft./min.
 Swept Brake area per Lb. 0.062 sq. in.



Alpine's Founder Passes Away

By Marvin McFalls

Jean Rédélé founder of the Alpine marque sadly died on Friday 10th August aged 85 years. Our sincere condolences go out to all his family and friends.

While we have told the stories of his many cars, we have never reported on the greatness of the man. Back in the 1950's Renault sold 4cv racing chassis to more than 100 different aspiring racers and car builders. On which they built some tough little racers and some beautiful prototypes. However when all the dust cleared Rédélé was the one man with Renault full attention. Within ten years of starting this new relationship, Renault had placed Rédélé and Alpine in complete control of their entire motorsports operation. Over the years they started racing in 750cc class, but by the 1970's they were at the top of class winning the Monte Carlo Rally and the 24 hour of LeMans.

More important than all the racing accomplishment, was Rédélé's ability to discover talent. Unlike most he wasn't as interested in their driving skills as he was their leadership skills. Over the years he convinced many of his drivers to climb out from behind the wheel and join his management team. Under normal circumstances this is impossible, in those days the only way you got a racer out of a car was in an ambulance or a body bag. But Jean had a way of making the drivers understand that a racing career is very short and in those days extremely dangerous, but being part of the Alpine family was for life.

Rédélé needed all those talented men, because his operation was two fold. Monday thru Wednesday they built their quota of production Alpines, probably what a normal factory would have built in a normal five day week. Then, whenever they finished the last customer car, immediately they would jump into racing mode, getting three, four, five, or even more cars ready for the weekend's race. Many times the men would leave the shop until this work was completed. They would sleep on the work benches when they could do no more work. The shop ran like this week after week, year after year.

Looking back many former workers don't know how they did it. But they knew the work had to get done because they didn't want to disappoint the team or the customers. To buy an Alpine was a long process. You would go down to your Renault Dealership and order one, and then you wait sometimes a year or more. However, it was certainly worth the wait. An Alpine was special! Jean Rédélé was the reason why. Gordini designed the engine that powered the Alpines he was known as the "Wizard" for his ability to create so much power from a small engine. In my opinion Rédélé should be called the "Genius" for turning his father's small garage in Northern France to the epicenter of French sports car dreams.

The French Prime Minister Francois Fillon expressed his "sadness" following the death of Jean Rédélé on Friday at his Parisian residence.

"By creating the Alpine, ...this talented industrialist wrote the most beautiful pages in the epic story of French motor sport", added the French Prime Minister at the end of a fitting tribute.

Let us hope that the memory of Jean Rédélé will live on for many years through the pleasure he will continue to bring drivers at the wheel of the marque he built... 'Alpine'. ●



My Impressions of the 1093

By Marvin McFalls

When I was a young man, my favorite Renaults were the R8 Gordini, and the A110. While these cars are superior in everyway to the little 1093, as I age they just don't ring the bell for me like the 1093. And I must not be alone. In France there is even a car magazine named after the little Dauphine that could. The problem with the 1093 was it was ahead of its time. The concept car was built two years prior to its introduction. Back in 1960 the powers that be at Renault thought they would not be interest in a production rally car, so they continued to stay with the 40 hp Gordini, and within a year they were run over by the Abarth and the Mini Copper. By the time Francois London convinced Renault's leadership that there was a market for the 1093, a new model was being born. Anyone that has ever been an older sibling when the new baby arrives, knows that they get all the attention. In this case the new baby was the R8.

So with the arrival of the R8, there was not another model of 1093 and by 1963 the first R8 Gordini rolled off the line with many of the same features of the Alpine 110. Had their been another run of the 1093 I am sure it would have featured improved steering, better brakes, a improved interior, and even more horsepower but all these features were instead handed to the R8 Gordini. Oh well, all the flaws of the 1093 make it that much more loveable for me. It also makes the cars that much more rare.

Even I didn't know how much the little car meant to me until I visited the Renault Collection in Flins. After seeing more than five hundred cars, my friend Marc Campas asked me if I had a favorite. I thought about it a second and said the 1093. I then asked him which was his favorite, he couldn't say, there were far to many beautiful cars to pick only one. I thought about that for a while, but I guess for me at that moment the 1093 was it. Now looking back there were more that a dozen cars that day that I was probably more excited to see. You just never know what you will say when you are put on the spot. ●



California M el e

By Clark W Rodgers

Just did the California M el e with my 1966 Caravelle and had a blast! I was the only French car. The California M el e is the Original low buck classic sports car rally. In mid-September each year (specifically the weekend after Labor Day) the California M el e gathers a limited group of mischievous old car enthusiasts and treats them to a three-day, 750 mile tour of the most beautiful roads that Northern California has to offer... On the Cheap! ●



Misc. Renault Ramblings— A Shared History of Our Ownership Experiences

by Kent Harkins, Colfax, Washington

Our Renault experiences date back to about 1960. When I was growing up in Phoenix, Arizona; we would have family reunions at my mother's parents ranch in Skull Valley, AZ. These were great times – with lots to do – hiking, fishing, playing ball with the relatives, being terrorized by all the scary creatures that lived in Skull Valley (snakes!, Gila monsters, scorpions, black widow spiders, javelinas, mountain lions, skunks, lizards – this list could seemingly go on indefinitely). One of my mother's sisters lived in Texas. One year, she drove to the reunion, with her two sons, in a black Dauphine. I had never seen such a contraption until that time. Actually, like many Americans, I was barely aware that cars were made in foreign countries. In fact, to this day, when someone is talking to us, such as at the gas station or grocery store about whatever car we happen to be driving that day; they will still say that they didn't realize that they made cars in France (I'm not kidding). As I recall, her Dauphine had the pushbutton Fer-lec gear-box/clutch. I was amazed and confounded to discover that there was a whole other automotive universe that I was completely unaware of. Being a naturally curious sort of person, I began to cultivate an undying interest in things obscure and foreign, especially automotive.

Our next experience jumps ahead one decade to 1970. My soon-to-be wife and I were trying to trade our '58 Willys station wagon in – for anything else. It had a hopped-up 283 Chevrolet V8 in it. This worked out great where we bought it – in Flagstaff, AZ. The elevation of Flagstaff is 7000' – always cool. By this time, we had moved back to Phoenix – never cool. Needless to say, with the original Jeep radiator (sized for a four cylinder engine), we had a major and constant overheating problem on our hands. We cruised many of the foreign car dealerships – Taunus was \$1295, Subaru 360 was \$995, Fiat 1000 was \$1195, and finally Renault. R-10s were current at this time. Even I could tell that they were excellent cars. The price was \$1595 – a little high, and they seemed to come in any color as long as it was French Blue. We were interested, and asked for a test drive. Unfortunately for him, the salesman was a jerk, and said we could only have a test drive if we bought one that day. Well, we were out of there in a flash. We ended up trading for a Volvo 122 Amazon – a great car, but that is another story. However, the dealer where we got the Volvo was willing to trade straight across for the Jeep with another car – a BMW CS, European headlights and all. Unfortunately, I was too stupid to see the value there (we had also passed on a Jaguar Mk II trade – we didn't think that it was worth as much as our Jeep, because he only wanted \$600 for the Jaguar).

In 1973, we moved to Washington State to attend graduate school. We bought a trailer in a bedroom community of



the college town where WSU is located. We had moved up to Washington in our '48 Ford step van (these were the hippie times). The van was great, but we needed a car. What clinched the deal on the trailer for me was the car that the trailer's previous owner was selling – a black 1960 Dauphine for \$150. It looked and ran good - Gordini engine and a tu-tone interior. We drove it flat out for about a year and then the oil light started coming on. At the time, I knew very little about what went on under the hood. It could have just needed oil or a new sending unit for all I know, but I panicked and sold it. At the time, there was one foreign car garage in Pullman, WA. It was called Mick's. Mick was one of those old scary kinds of mechanics. He drove a Falcon and would constantly brag that he used a roll of toilet paper for an oil filter and never had to change it. Mick had several Dauphines scattered about outside his shop, so I figured he was my only hope. He readily paid us \$75 for our Renault, and we never saw it again. It is probably still running great, somewhere. During this time, the now-defunct Chrysler-VW dealer in Moscow, Idaho had a metallic green R16 on their lot. We would constantly go and look at it after business hours. It was beautiful to us, but way out of our league.

By 1976, we had moved to a different university bedroom community, still in school. Always looking for interesting cars (you could still find them then), we came across a Caravelle for sale. Since it was wacky, of course we had to have it. It was still the factory gold exterior, with a tri-tone interior – pink, black and white. It didn't have the hardtop, and the soft top leaked a little (!). In fact, I remember one time when we were driving in a particularly strong downpour and hailstorm – the top began leaking so much that my wife started screaming. Screaming seems to be one of those behaviors, like yawning, that induces similar behavior in those who are witnessing it. Soon we were both screaming our way down the road. We eventually painted the Caravelle a brilliant Lipstick Red. It looked very sporty. I don't know why we ever sold it – I guess there are just too many different kinds of cars to experience, and too little time or storage space in which to do it.

I used to be a sales brochure collector, and was aware when the Fuego came out. We planned on getting one, but didn't like the dealer. We changed interests and decided to get a new Saab EMS instead. It had to be ordered, and we didn't want to wait. By chance, we found an as new '69 Peugeot 404 (which we still have). It was a great car before the tin worm had its way with it. We have had Peugeots continually since our first 403 in 1971 or so (we currently own 10 in various states of repair). Anyway, about five years ago, we were looking for another car (we seem to almost always be looking for another car). This time, I decided to go about it in a rational and practical way (if that makes any sense in the almost totally emotional purchase of a car). We wanted something different from the run of the mill car – something we wouldn't be seeing another of all the time. It had to be economical. We wanted it to be



sporty, fast (quick) would be nice, too. It had to be nicely styled, and in good cosmetic condition. It also had to be affordable to get into initially and have air conditioning. That eliminated about 99% of the cars ever made. I was looking through the Auto Trader; and, lo and behold, there was a car that fit all of our criteria – a beautiful maroon Fuego Turbo. It even came with a complete parts car, and a large quantity of new and used parts – ex-dealer inventory. It was located about an hour from our home. I went to Spokane, WA and purchased the whole lot. The car had been detailed, and looked great. It had a couple of problems, but I figured that I could get around to taking care of them. I drove the running car home, and went back the next day to tow the hulk and get the parts. I guess I should have been suspicious when the previous owner expressed shock and disbelief that I had gotten home without incident. I got the rest of the package home safely. The very next day, the Fuego quit on me about five miles from home. I had just pulled into the license plate bureau to transfer the title. It died. It wouldn't restart. Everything under the hood was unrecognizable to me – way too many electronics and other paraphernalia common to the modern automobile. I had a hurt leg, and limited options, so I had to pay a wrecker to tow it home. We lived just far enough away to be over the minimum charge, so he really soaked me. When we got it back to our house, I tried to start it while it was still hooked to the wrecker, and of course, it started right up. Within another couple of days, it quit on me again. This time, I elicited the help of a friend and we towed it back to my home. It started again as soon as we got there. A couple of more days passed, and it quit on me about two miles from our house. Fortunately, my wife had not been with me for any of these mishaps – we're way too old to consider these things to be adventures any longer. I was furious with the thing. This time, my neighbor noticed that the fuel pump wasn't clicking. He got under the car and found a bad connection. That had been the cause of all of the problems. He instantly became my hero. I then experienced several months of extremely enjoyable motor-ing. Unfortunately, my joy turned to sorrow. Unexpectedly, the clutch went out, and my wife never trusted the car because of my previous mechanical mishaps with it anyway, so we were not interested in spending the money to fix it. A fellow from Portland, OR purchased the entire package, and I feel he got the deal of his life. He was a Fuego fan, and had more mechanical expertise than I, so he wasn't too concerned about the problems. I told my friend that I was never going to buy a modern car again (our only other 'modern' car experience was with a Ford Ranger that burned up in a Denny's parking lot, while on the test drive with the local Ford dealer's service writer to evaluate its problems). The very next day after getting rid of the Fuego, my friend called and left a message for me that he had found an ad for an Encore on a bulletin board. It supposedly was cheap and good, and he didn't know if he should believe me when I told him we were done with 'modern' cars. I went to look at the Encore (big surprise). It was covered with black mold, had ugly seat covers, and no muffler. Ac-

tually, the no muffler part was a plus for the boy in me – it sounded like a Formula 1 car on the over-run and at high revs. We bought it, and I began cleaning it up. The paint cleaned up nicely, and the ugly seat covers were covering up perfect seats. A new muffler was about all we have had to do to the car in several years of running. It has been an excellent and fuel-efficient car, and I really enjoy driving it. We named it 'Peppy'. It is relatively quick when there is only one person in it, but with two of us it does slow down on the hills. If all (or many Encores) are/were this good, then Renault really had a winner on their hands. It was way overpriced at the time of introduction (ours stickered at \$7600 in 1984), but I think the exchange rate was part of the problem.

Our final Renault is perhaps our most important – and it is not even a car. In 1992 we moved to a farm in eastern Washington. It is 6 acres of our own private oasis, 5 of it in lawn. However, for three or four months out of the year, the grass grows several inches a week. The typical riding lawn mower/lawn tractor is not durable enough to handle it. When the equipment breaks, and you get behind – you're in big trouble. When you finally do get the tractor fixed, the grass is so long that it breaks the mower again. We were extremely fortunate to 'fall into' a deal that saved our sanity, and our equipment budget. A contractor had retired a fleet of Toro Groundsmaster commercial mowers. They have a 72" deck. I contacted him through a tip from the regional tractor and heavy equipment company. He said that he had one left. I asked him if it was in operable condition. He said that he used it to mow his father's place – a couple of acres, but that it 'blew the blues pretty bad'. We bought it and trailered it home. Imagine my total surprise when I got it home and opened the hood for the first time. The motor looked just like a Dauphine motor (actually, it is a commercial version of a R4 engine, with some modifications). Talk about a full circle of life experiences. Toro doesn't call it a Renault engine (they call it 'Continental'). Well, he wasn't kidding when he said it smoked, and the hydrostat wouldn't pull it up some of our hills. Both these maladies were fixed by simply changing brands of oil to Castrol. I am a firm believer in the superiority of Castrol. I initially came to this opinion years ago when we were running high performance cars (Jensens, Jaguars, and muscle cars). We have been using the Toro ever since. The Renault part of the tractor has been almost flawless – and it is about 30 years old. Another good feature is that Toro maintains a stock of every part, and ships them immediately (although they are more pricey than buying them from Renault vendors, when you can find them).

Overall, our Renault experiences have been positive and fun. They've given us good service, and enjoyable life experiences. Most of us are dependent on our machines, and what can be higher praise of them than to say that they did their job well. ●

Trip to Lemans

By Alejandro Konstantonis



Here is a view of the 48th edition of the Salon Automobile de Paris, which took place between September 5 and the 15th of 1961.

Renault's new product line largely eclipsed the other manufacturers, as they introduced the new front wheel drive R3, R4, R4L and R4 Super.

The two Florides were holdovers, but buyers would have to wait until the following March to see the introduction of the Floride S and Caravelle. Also note the 1093 Dauphines!



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