

La Renault

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CLASSIC CAR CLUB

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Welcome to our summer issue of La Renault, once again packed with articles and pictures. As the celebrations at Thenay rapidly approach my white 10 is polished and ready to go! I have never undertaken such a long trip in one of my old cars so I hope that everything goes to plan. We are going to take it easy going down but hope to get back in one day on the Monday.

Thanks to our usual contributors and also to James Polden who writes about his day out in Sydney, Rob Moss for an account of a stunning R4 in France, Ian Waters for his Dauphine memories and Stephen Weinburg for his amazing around the world trip in his 4CV. I have included some photos from the Renault stand at Retromobile. Having been absent for the last few years Renault made up for it with their display of such a variety of cars based on the Renault 4. Pictures from this event are on page 22.

I must apologise to Warren Marsh for getting the date of his 1906 AK Renault racing car totally wrong! Every time the magazine drops on the doormat on its return from the printers I open it and spot a mistake immediately. This time it was the date of Warren's car, oops!

As well as 50 years for the Renault 4 it is also 60 years for the Renault Fregate and there was a collection of over 30 cars at Mantes La Jolie. The cars were all in pretty good condition and one of them is on this issue's cover.

Allen Wilkins recently had a very unfortunate incident in his 4 CV which ended up in the car being written off. He is now looking for a classic Renault up to 1973. If you have a suitable car you may like to contact him on: 01424 845733.

Finally, news has reached us that John Cowgill, formerly of the Renault Owners' Club, passed away recently after a battle with cancer. I only met John a few times but he was always very pleasant and welcoming and I am sure that all of us would wish to pass on our condolences to his wife and family.



4CV & 750 News

I have the most unpleasant start to this edition by telling you that my first 4CV restoration has been written off in an unfortunate accident. Allen Wilkins and his friend were injured quite badly and the Fire Brigade who attended, cut the roof, doors and backs of the seats off to extract the guys out of the car! So, regrettably, whilst driver and passenger survived and will recover, the car won't. I cannot imagine being involved in such a situation and losing a precious little car. My sympathy to Allen of course, however, he is looking for another classic Renault! He is not too fussy about which model, so let me know if you have one please.



Another 4CV has been rescued at auction in Kings Lynn! Darren Watkinson bought the 1952 car and emailed me with the news. He told me that the engine was minus a cylinder head, water pump and fan. Also number 4 piston, liner and conrod were missing. I was pleased to be able to help out and meet Darren and have a look at the car. It is remarkably sound and complete and we look forward to having Darren as a member.

At the Reims Autojumble in March, there was the usual gathering of classic cars to drool over. Here are some of them.....



Slightly sad but it looked like everything was there and it would make a good project for the summer months!



Somewhat more presentable but the best one has been saved till last!



Robin Redrup

I met another potential member who has a 1962 Dauphine and Caravelle to restore. Both cars are already being worked on. The owner, Tim Bayliss is extremely enthusiastic and has many classics including a long wheel base Bentley. Here are his two Renaults. If anyone has the material or driver's seat in this pattern cloth from the Dauphine, please let me know. The material on the driver's seat is completely wrecked! It is a great shame as the door cards and back seat are like the passenger seat below.



Finally, here are a couple of photos of the Belvoir Castle event organized by Tony Topliss. I hope you all enjoy your summer – keep up the great work that you do!



A Renault Day In Sydney



The Renault Sport & Alpine Expo in Brisbane was held from the 9th to 16th of July 2010. I wasn't able to spare all that time, so I decided to attend the one day event in Sydney on the 18th of July, the Sydney All French Car Day in Auburn, on the Parramatta River. Many of the Brisbane participants drove down to Sydney to cap off their week.



Although I enjoy everything Renault, my preference sways towards the 4CVs, GTAs, R5s and anything unusual. The Fregate falls in the latter class and had been restored to a very high standard. This car is one I have always liked the shape of, as it resembles an overgrown Dauphine. This restoration proves that the more difficult restorations are the most rewarding, but all the cars on display were of a very high standard.



My mad day started early at Christchurch Airport (New Zealand) and following the flight I took a 75 minute train trip and 45 minute walk to reach the Auburn Park setting. During the walk, I saw a number of classic Renaults and Peugeots, so I knew I was heading in the right direction.

I enjoyed the event. There were about 30 times more Renaults than I've seen in one place since I left the UK 10 years ago. The cars on display covered the last 50 years of Renault; 1950s 4CVs and a Fregate to modern Megane and Clio Sports.

The Australian members welcomed me with open arms, incidentally, they also thought I was barking mad flying to Sydney for the event, just for the day!

Also on show was a 4CV towing a Renault powered speedboat which was raced in the 1960s. I'll let the photos show the day.



James Polden



A610 and GTAs



Very nice Dauphine Gordini



Immaculate R8, R5 and R12



There were also Citroen, Peugeot,



Sporty R5 Turbo 2



Simca & Matra cars on display.



There has been a lot happening at Renospeed recently. I have recommissioned the red R4 GTL and MOT'd it after 18 years of dormancy, I have racked up a few hundred miles since and all seems very well, it is one of the quietest R4s I have known due to the fact that it is devoid of the squeaks and rattles they acquire with higher mileage. This one has just tripped over 28,000 from new! I have taken a deposit and it will be with its new owner very soon.



Retro Cars magazine ran an article on my cream Gordini powered R4 in their May issue. I spoke with the editor and he explained that they had received a lot of good response about the car, readers commenting on the fact that it was nice to see something very different from the usual modified Escorts and the like.

Retro Cars had to be content with some unpublished photos from the 4L magazine shoot though, as I had recently purchased two new Weber DCOEs for the car and then had to send one back to Webcon

due to faulty manufacture. This wrangled on for some time but eventually the carburettor was replaced by them, I could not use the car for the photo shoot this time, as it was laid up.

As time goes by I am coming to the conclusion that most things one buys now are rubbish, the carburettors are a case in point as they are nowhere near as well made as the original Italian Webers. I was once a great advocate of buying original Renault parts but it has to be old stock. The newly produced items i.e. ball joints, driveshafts, shock absorbers etc. are really quite poor, worse in fact than some repro parts. Driveshafts in particular are a joke, they looked like new and are supposed to be reconditioned but I have a pile of them under my bench that Renault have not refunded me for and have failed after minimal use. So look out for original old stock Renault parts as the bits made in the 70s and 80s are far superior.

I recently completely dismantled an R4 GTL built in 1981, a rare beast with a superb engine and gearbox that had a genuine 44,000 miles from new, but the car was severely corroded and way past saving. I was very short of space and was trying to make room for another vehicle that did not have an MOT or tax.

I have a large amount of used spares, but a lot of the heavier items are stored in a lock up adjacent to my main workshop in London. This has resulted in a chaotic heap of really useful bits if you're an R4 owner. Unfortunately to some local, less than honest, scrap men, these old and in some cases irreplaceable spares are the source of a quick buck at the metal dealer's yard. The aforementioned engine and gearbox, plus an R20 1647cc engine and another two R4 gearboxes including complete rear axle assemblies for an early R4, circa 1965 to 1975, at least

two fuel tanks, various hubs and brake drums etc, have now been destroyed. The complete amount lost is difficult to ascertain, but what I can say for certain is that it will not happen again, as I have moved all the heavier times and will be storing them somewhere else in the future.



My R12 estate project is moving on, but I have not had much time spare, as I have several R4s to sort out for customers first. The roof has been a real pain, I stripped it to the bare metal as it was heavily surface rusted and applied two coats of epoxy resin rust sealer with a brush, according to the manufacturer's instructions. This was done around October time last year and after Christmas I noticed that cracks were appearing. I had to apply filler to the entire roof to make it look right, so I repaired the cracks and re-primed only to find that the cracks re-appeared. I concluded that the epoxy resin was shrinking and baked it with an infrared heater. The cracking seems very slow if at all now, but I have decided to leave the painting of the roof until the very last job. I do not want to have to re-strip it as I will undo all my filler work, and seeing as I had to reshape the entire rear edge where it aligns with the top of the tailgate to get the tailgate to fit properly I will have to wait and see. I have not had the cracking problem anywhere else as on other areas of the car I used the aerosol version of the epoxy resin and

that obviously goes on thinner and seems fine. Choosing a metallic finish only makes the problem worse as on a solid colour I could simply brush a little paint into a crack and polish it back to hide it, but on a metallic this would show up badly.

I have a new R12 saloon rear bumper that I intended to use on the car but on closer inspection I realised that the estate one is significantly different and also uses different irons to fit it. Therefore I decided to have the pair of bumpers from my donor car re-chromed. I sort some advice and decided to go to the London Chroming Company, who are probably the most expensive place around, but according to several classic car restorers are the only company whose work really stands the test of time as they use a heavy plating technique. I will not mention how much they are going to cost in case Becky reads this article!

The R4s 50th is looming ever closer and I hope to meet as many of you as possible at Thenay in France, but do not forget, if you can't make France, there is our British gathering at Brooklands on the 10th of September 2011.

Vive le Renault 4!





For the October school holiday we decided to have a week in Normandy on a working farm. We didn't take the Renault 6 this year, instead we took the Citroen C6.

We didn't see many interesting cars in the week but I did catch a glimpse of an R16 in a field looking rather unloved. There were plenty of Renault 25s which is rather amusing as these have just about disappeared in the UK.

One morning whilst out for a walk a Renault 4 had to stop for us at the lights. It had a look about it which made it look special so I was on a mission to track it down. Luckily this was not too hard as in the next car park we came to I clocked it parked up, so I went over to investigate.

It sure was a special car with 29,000 kilometres on the clock and it was a Clan as well.

The owner, a young lad, must have seen us sniffing around his car as he came out to see what we wanted, probably not everyday he gets people looking round his car.

He kindly opened the bonnet to show an

engine bay which can only be described as new. The underneath was immaculate as well with the fuel pipe clips still white.

I wanted to take it home and believe me I would have done, but he didn't seem interested in taking an offer there and then so I handed over my business card and told him to call me if he ever decides to sell it.

The trouble with this sort of thing is that you get a good selection of classic cars on the French website www.leboncoin.fr but a photo is never as good as seeing it in the flesh, so I always think it's better to buy something you have actually seen rather than a Frenchman's description and some photos.



Reims

Robin Redrup



Well polished 4CV



Immaculate Dauphine.



This van is a familiar sight at shows in this area. R4 is ready for Thenay!



Tidy Estafette and very smart 8.



Renault 8 & 10 Profile

R8

R8 QUALITY-ENGINEERED FOR LUXURY AND PERFORMANCE

It took Renault engineering and the Renault insistence on quality, to alter the whole concept of the 'small family car'. Renault's masterly interpretation of this may be seen in the Renault R-8 range, first car of its class to have disc brakes fitted on all four wheels; first car of its type to take the road with luxuries usually the prerogative of expensive large saloons. Renault offer you three versions of this model . . .

THE R8 SALOON with 956 cc engine

De luxe motoring at an unbelievably modest price! (Illustrated on this page)

THE R8 '1100' with 1108 cc engine

Unstinted luxury and outstanding performance. (Details on the following pages)

THE R8 AUTOMATIC with 956 cc engine

First 1-litre car with automatic transmission. A Renault achievement!



R8 SALOON

From first to last, Renault have sought to put the R8 in a class by itself. Open any of the four doors, step inside, and experience precisely what we mean. Settle down in the wide generously proportioned leathercloth seats. Note how this car holds five - comfortably - without the least hint of cramping; the draughtless air ventilation; and the powerful heater/demister.

Nice to be seen in, nice to look out from - the R8 with its panoramic windscreen and slender window pillars, affords excellent viewing for everyone. Sensibly, in a family car, Renault have fitted child-proof locks on the rear doors, and safety-first is of course emphasised by the decisive stopping power of those disc brakes.

There's 11 cu. ft. of luggage space. There is smooth, balanced power from the 5-bearing engine. And, there's superb road holding. What more could anyone ask of a family car? The technical specification is identical to the R8 '1100' except for the following: Capacity: 956 cc Bore and stroke: 65 x 72 mm. Maximum b.h.p.: 48 at 5200 r.p.m. (SAE) Maximum torque: 55-315 lb.ft. at 2500 r.p.m. Overall ratios: 1st 15-84, 2nd 9-84, 3rd 6-48, top 4-52, reverse 13-48 Final drive: 4.375:1 (8 x 35) spiral bevel

The Renault 8 and Renault 10 were two small family cars produced by the French manufacturer Renault in the 1960s and early 1970s. The 8 was launched in 1962 and the 10, a more upmarket version of the 8, was launched in 1965, both ceased production and sales in France in 1971. They were produced in Bulgaria until 1970 and continued to be produced in Spain until 1976. In Romania the 8 was produced under licence between 1968 and 1971 as the Dacia 1100.

The design of the 8 looks very similar to the 1960 Alfa Romeo front-wheel drive prototype Tipo 103 because Alfa Romeo and Renault had a business relationship in the 1950s and 1960s. Renault was marketing Alfa Romeo cars and Alfa

Romeo was building the Renault Dauphine (1959-1964), Ondine, an up-market version of the Dauphine, (1961-1962) and Renault 4 (1962-1964) under licence in Italy. In total 70,502 Dauphine/Ondine and 41,809 R4s were built by Alfa Romeo.

The R8, model R1130, was released in July 1962 and was based on the Renault Dauphine. The car's most notable distinction was its use of four-wheel disc brakes, a first for a car of its size. The 8 was powered by an all new 956 cc engine developing 44 PS (32 kW, 43 hp).

A more powerful model, the 8 Major, model R1132, was released in 1964 featuring an 1108 cc engine developing 50 PS (37 kW, 49 hp). A still more pow-

erful version, the 8 R1134 Gordini, was also released that year, with a tuned engine of the same capacity but developing 90 PS (66 kW, 89 hp) and with a five-speed close ratio manual transmission. The Gordini was originally available only in blue, with two stick-on white stripes. In 1965, the Renault 10 Major, a more luxurious version of the 8 with different front and rear styling, was released, replacing the 8 Major. Early Renault 10s had round headlights.



In 1967, the R8 Gordini, model R1135, received a facelift including two additional headlights, and its engine was upgraded to a 1255 cc unit rated at 100 PS (74 kW, 99 hp). Both the 8 and the 10 were heavily revised for 1968.

Some of the 10's features were incorporated in the 8 resulting in a new 8 Major which replaced the basic model. The 10 was facelifted with rectangular headlights and the changes also saw the addition of the 8S, a sportier model with an 1108 cc engine rated at 60 PS (44 kW, 59 hp). A larger unit, the 1289 cc engine from the new Renault 12, was added in 1969, giving birth to the R10 1300.

French production of the 8 and 10 ceased in 1971, with final sales as late

as 1973. FASA-Renault, the company's Spanish arm continued to produce models 8 and 8TS, similar to the French-built 8S, until 1976 for the Spanish market, and components for the 8S and 8TS which were assembled in Mexico.

In 1963 the Renault 8 was awarded Wheels Magazine Australia's Car of the Year Award.

In 1965, Renault offered an automatic transmission of unique design which was developed and produced by Jaeger. The clutch in the system was replaced by a powder ferromagnetic coupler, while the transmission itself was a three speed mechanical unit similar to that of the Dauphine but with synchromesh on all gears.

The system used a dash-mounted push button control panel where the driver could select forward or reverse and a governor that sensed vehicle speed and throttle position.

A relay case containing electromagnetic switches received signals from the governor and push buttons and then controlled a coupler, a decelerator to close the throttle during gear changes, and a solenoid to select operation of the reverse to first or second to third shift rail with a reversible electric motor to engage the gears. The system was thus entirely electromechanical, without hydraulics, pneumatics or electronics.

Benefits of this system included comparable fuel economy to the manual transmission version and easy adaptability to the car. Drawbacks included performance loss with only three available gears and a somewhat jerky gear change. The transmission was also used in the Dauphine and the Caravelle.

Renault Dauphine Memories



I was most interested to read the article in the April 2011 issue of *Classic Cars*, it took me back a few decades to the time when I owned a Dauphine myself.

This must have been about 1966, and I had to buy a car in a hurry to travel to work as I didn't own one at the time. At a local car dealer I found a Renault Dauphine for sale, I think they were asking £25, and I expect it was a part exchange as it was not of the standard of other cars on the forecourt, it was hidden at the back of the workshop. I agreed to buy it and the dealers said that they would check it over for me before I collected it. This was a big mistake on their part but they obviously didn't want to send a customer off with an unsound car. It turned out that they had to spend a lot of time cutting out metal rot and welding in new sections, sounds familiar!

The interesting thing about my car was that it was a semi-automatic. I have never seen anything like it since and it really was a marvel of engineering. In essence it worked as follows: It had the normal three speed gearbox but the clutch mechanism was replaced with an

electromagnetic coil in the clutch plate. The current to this coil and hence the amount of grip of the clutch was governed by which gear was selected and the depression of the accelerator. It had a normal gear stick but the initial movement of the gearstick operated micro-switches that switched the current to the electromagnetic clutch.

To drive it you put it into gear and let the gearstick go. The car would then remain stationary just like a conventional automatic until you pressed the accelerator, this allowed more current to pass to the clutch and off you went. To change gear you moved the stick out of first, this movement disengaged the clutch so you had to step off the accelerator, and then when you released the stick when you were in second it re-energised the clutch again, and so on for changing to third. Changing down was achieved in a similar manner and it all worked rather well.

All this rather clever control was achieved by means of a control box in the engine compartment with connections to the gear linkage to input which gear was selected and also a connection to the accelerator linkage to input the accelerator position.

There were a number of problems with this system. Initially I found that, being used to a normal four speed transmission with a conventional H shift pattern, I would select what I thought was first but was in fact reverse. I would then floor the accelerator and instead of progressing forwards I would leap backwards! Once this was into an old Landrover behind me, however the driver knew exactly what the problem was, perhaps he had had a similar gear shift, and as no damage had been done to his vehicle we put it down to experience.

Ian Waters

Another problem was that the Dauphine had a very advanced feature for its time, an automatic choke. This automatically increased the throttle setting as well as increasing the mixture. Unfortunately, with the clutch grip being dependant on the accelerator depression, i.e. throttle opening, the car had a tendency to set off at a rate of knots on release of the gearstick as described above. This meant that when the engine was cold and the engine was running faster on idle, to avoid running into the car in front you had to hold it on the brake. This wasn't too bad on normal roads, the problem was when the road surface was loose as was the case at my place of work as it had a gravel covered car park. When I left work I would jump into the Dauphine, start the engine, select first and let the gearstick go. The car would then set off down the car park at a fair rate of knots, I would apply the brake to keep control of the speed but as there was no weight on the front, the front wheels would lock up reducing the steering effect to zero and I would have to keep pulling it out of gear to stop running into something solid.

The automatic controls worked fine if everything was set up correctly, however if anything went wrong such as the linkage from the accelerator falling off, this caused the maximum current to flow through the clutch coil. So when setting off, and you let the gearstick go, the clutch would come in with a bang, and snap the half shaft. I think this happened to me a couple of times until I made sure that the linkage was properly secured. Fortunately at that time there were plenty of scrap Dauphines to get cheap parts for repairs.

I eventually sold the car to a young couple who wanted a cheap car with automatic transmission as the young lady



balancez le budget! (see driving in Paris magazine)

économie de l'opération—very low gasoline and oil bills. Up to 40 mpg means you can go on a week-end trip with less than a tankful of gas! Low maintenance and repair costs with over 100 coast-to-coast Service and Parts HQ. (150 more in Canada.) Low insurance rates, registration fees, tax. Compact, safe, maneuverable. With big 7 cu. ft. trunk. All this plus real Paris elegance, inside and out.

économie de purchase—very low initial cost—suggested price, only \$1633, complete, part of entry, N. Y.—for a roomy, 4-door sedan! Low down payment with tiny monthly payments to free up your budget. Plan big things with your Dauphine savings... buy a boat or new furniture or even take an Air France or French Line trip to Paris! (And if you are going abroad, you can have your Renault delivered overseas, too if there, bring it back, save all the way!) See your elegant lookalike, today.

RENAULT
Dauphine

was having problems with changing gears. On reflection, I now feel a bit guilty for letting them have the poor old Dauphine as this type of transmission didn't really help a lot.

I have owned two other Renaults in the past; an R8, great car, very comfortable and way ahead of the BMC opposition, and an R4, a totally unbreakable little all-rounder, I should know, I tried.

As a post script; after a career in mechanical engineering, and approaching retirement, I purchased a 1971 Alfa Romeo Spider which over the last few years I have been trying to get into some sort of order. However, as the Dauphine was one of my earliest cars, and one on which I practiced my early engineering skills, I will always view these cars with nostalgia.

Journey Around The World

For those of you who think that a long journey is a fifty mile round trip, how about this? Steven Weinburg took his 4CV around the world, ending in Paris. Here is a selection of words and pictures from his blog at: www.weinberg.lu/blog2.php?langue=en



Automne, near Villers-Cotterets, built before 1500, destroyed during the Renaissance and rebuilt after 1645. Around 1845 it fell to ruins again, serving as a place to weigh sugar-beet. In 1914, only two wings remained, Alexandre Dumas mentions the mill in his memoirs.



Our New York-to-Paris raid wasn't over yet... For over a month, the "Little One" was longing to make it to the Eiffel Tower, symbol of Paris as the final destination. I left Senningen in the afternoon with Marie-Xavier, last co-pilot and passenger for the second time during the voyage. We crossed Belgium (Arlon, Virton), then entered France at Écouvieux. The weather was already spring-like when we passed the fortress of Montmédy, then the towns of Stenay, Vouziers, Juniville: to the West, always to the West! We arrived at the infamous "Chemin des Dames", where thousands of soldiers perished during the battles of 1917-1918, just ten years after the heroes of the Peking-to-Paris of 1907 and those of the New York-to-Paris of 1908 drove by. Many cemeteries remind us of this human madness. The "Little One" makes a stop at the French Military Cemetery of Pontavert.

When we arrive in Paris, it is night and the "Little One" has to face rush-hour traffic on the Boulevard Périphérique.

Rendez-vous at 11 a.m. on Place Jacques Rueff, on the Champ de Mars, near the Eiffel Tower. This is the end of our World Tour, after exactly 33,487 kilometres. A last picture of the map, this time with Richard Lewin as a witness, who has driven his own 1951 4CV all the way from England in order to welcome "La Petite"!

After the village of Soupir ("Sigh") and the city of Soissons, we stop at the beautiful windmill of Largny-sur-



Steven Weinburg



The "Little One" makes a stop at the French Military Cemetery of Pontavert.



On the road from Mongolia to Paris - Still a long way to go!



After 33,487 kilometres journeys end in Paris, France!

Wheeler's Workshop

Things 1955 4CV 1062

The 4CV Gordini has been left alone neglected in the rain for a good few months. The Winter rock salt had taken its toll again on the exposed moving mechanical parts and the pedal box had slowly but surely begun seizing up to the point that it was becoming dangerous to drive. It's a horrible job to remove the pedals and master cylinder from a LHD 4CV as access to these components fixings is well, better suited to double jointed little hands.

Anyway last weekend (4th June) the weather was unusually warm for summer and with rain threatening this time I reluctantly decided to tackle the job. I had tried earlier and failed on some occasions with a spray freeing oil and even a blow lamp to free up the axle bearing points, but this resulted in the master cylinder boot catching fire! You should have seen me run for the extinguisher, not a pretty sight! All was eventually successfully removed and cleaned thoroughly and suitably greased, resulting in the return of the pedal controls smooth operation just as they used to be.

The 903cc rally motor has been fully run in and evaluated and the 40 DCOE Weber and 4 into 2 exhaust upgrade seems to make it sound much sportier as well as adding more low rpm torque.

South African Built R8 Gordini 1135

The old girl has had a few upgrades for 2011 firstly in the brakes department. I slaved during the Easter Hols to finish the big front brakes conversion which I actually started in 2007. It is simply a modern take on the good old R16 front brakes which the Works Rally Alpines used in the early 1970s, but this new version uses modern cheap ventilated Vauxhall discs and VW Golf MK1 callipers at 45mm dia, all on Steve Swan manufactured spacer brackets.

I fitted all this new braking design technology to my old refurbished Group 4 Alpine A110 strengthened hubs together with new bearings and overhauled callipers. It was the drought summer of 1976 when I first obtained these Alpine hubs, which have been used on all my other cars since, i.e. my 1964 Dauphine 1600 proto and my previous lightweight R8 hillclimb car.



Completed hybrid front big brake conversion



Only a change of the Goodridge hose fitting at the calliper end was required to complete the upgrade and naturally some Mintex 1144 grade competition pads. I bedded in the new brakes carefully before this year's MOT in May and I am pleased with the results as the feel of the braking

Dave Wheeler

has changed so much, however I doubt that ventilated discs are needed for a hillclimb use with only 2 or 3 braking points. I have ignored the increased unsprung weight penalty as most modern cars use these style components, as the improved braking result justifies the means.

The worrying news regarding the devastating Japanese Tsunami earlier in the year made me realise that I needed to quickly purchase my other pair of Yokohama A048 soft compound tyres to match last year's pair before the inevitable supplies in the UK were depleted. Thankfully I managed to secure two examples within a few days and these were fitted to my spare Cosmics for La Vie en Blue at Prescott. So this year for the hillclimb we are now running bigger front brakes shod with 4 x 175 50 13 soft compound YOKOS and a Jack Knight 4 speed CR straight cut R10 box.

I tested the car a week before the event as I was not totally convinced about the JK tall 1st gear as its 2.88 ratio is almost the same as the 2nd gear I used last year, albeit on larger diameter tyres. The 2011 event was a learning curve (as always) as these changes were hard to evaluate on the road, and in competition would reveal their benefits if any, or even disadvantages. I did my best time of a 55.76 second run compared to a 55.68 in 2010 and a 60.09 in 2009. I have a few weeks to now remove this gearbox at my leisure as its silly 4th gear requires fitting of 155 tyres on 15" wheels for driving to events (see picture) so I will re-instate the R8G 5 speed hybrid box but this time upgrading it to a Tony Dalmolin sourced French hybrid gear set mated to the previous R5G final drive and Quaife diff. We shall see how this performs.

During this year's Prescott event it dawned upon me that I was using the ex Tony Gomis 1968 vintage JK Rallycross gears, the ex John Price harder rubber gearbox mounts and new lower wishbones, which I



purchased from him in 1980 together with all his Alpine A110 spares from his ex works Rally Car reg VBF 178M and also the ex Jon Ingram's old 1600s Alpine reg FOH 818L front stub axles, which I obtained in 1976 from Roger Platt in Birmingham. Both these Alpines started the Welsh rally in 1974 and I was still in short trousers then, driving a std Dauphine and wide eyed at the Bindles Hotel in Barry parc ferme looking at these beautiful cars. Quite a bit of history there. It's a funny old world, synchronicity at work again I suspect!

The start line at Prescott 2011



Best wishes for the coming 2011 season.

Dave Wheeler



This article is published with the kind permission of the FBHVC to which we belong. I must apologise for the small font size but this is all the space I have left, you may need your reading glasses! There is an additive available from Frosts which claims to counteract the effects of Ethanol and I am informed that Total do not yet use Ethanol in their fuel. If you don't want your car to go up in flames I would suggest that you read on!

The Federation has been monitoring the progress of The Motor Fuel (Composition and Content) and Merchant Shipping (Prevention of Air Pollution from Ships) (Amendment) Regulations 2010; Statutory Instrument 2010, No. 3035 that will increase the uptake of renewable fuels in the UK as part of the European campaign to slow climate change. In addition, air quality concerns have been responsible for progressive reductions in sulphur in heavier fuels such as diesel. The net outcome of these EU directives is the inclusion of bio-ethanol in petrol, and inclusion of components such as vegetable oils in diesel fuels, in addition to the reduction in sulphur content. We sent a representative to the Stakeholder meetings held at the Department for Transport last year and raised concerns about the increased biofuels content and the effect that it would have on historic vehicles. The DfT commissioned a report from QinetiQ which was eagerly awaited and finally published in the public domain in January.

Report Recommendations The report found that:

The majority of vehicles 10 years old or older will not be compatible with E10 due to fuel system material incompatibility issues.

Carburettor vehicles and powered two wheelers will suffer problems due to material incompatibility, corrosion, and driveability issues.

Field experience has demonstrated that vehicles and petrol fuelled equipment fitted with glass fibre fuel tanks may suffer catastrophic failure due to the incompatibility of the glass fibre resin with petrol ethanol blends.

Based on vehicle age, approximately 8.6 million vehicles will be unable to run on E10. Based on average vehicle life of 13 years very approximately half these vehicles will still be in use when the proposed phase out of E5 takes place in 2013. The report also has a recommendations section which makes interesting reading.

Vehicles ten years old or older, carburettored vehicles (including powered two wheelers) and first generation direct spark ignition vehicles should not be fuelled on E10 unless the manufacturer can state

the vehicles are compatible with E10.

E5 should not be phased out in 2013, its widespread availability should continue for the foreseeable future. Consideration should be given to maintaining a specification for E0 fuel for historic and vintage vehicles.

The Legislation

Again this is a lengthy document but we have included some of the important points below.

In parallel with increasing the maximum permitted ethanol content of petrol to 10% the Directive requires that Member States ensure that supplies of 5% ethanol content petrol are maintained until 2013. This is intended to support operation of older cars some of which are not compatible with 10% ethanol content. In practice we do not expect fuel suppliers to switch to 10% ethanol content in petrol until after 2013, but Member States are required to transpose this provision. The UK fuel supply infrastructure is currently only able to handle two grades of petrol, Premium and Super (the latter accounts for about 4% of petrol sales). In order to ensure widespread availability of 5% ethanol petrol, but minimise constraints on fuel suppliers, should they switch to 10% ethanol content petrol earlier than expected, the regulations require Super grade petrol sold at high throughput petrol stations prior to 2014 to contain no more than 5% ethanol.

The requirement for provision of information to consumers on the biofuel content of petrol is already implemented by regulation 3 of the Biofuel Labelling Regulations. This requires pumps dispensing petrol containing more than 5% bioethanol to be labelled 'Not suitable for all vehicles: consult vehicle manufacturer before use'.

As the increases in ethanol and oxygen contents are permissive rather than mandatory, the provision of fuel to consumers would not necessarily change in the UK.

Vehicles sold in the UK and in EU markets have only recently (since around 2006) carried manufacturer's warranties covering use of petrol containing 10% ethanol. However, the Department is not aware of general vehicle operability or reliability problems being created on modern (closed loop control, electronically fuel injected) vehicles by running on ethanol content up to 10%. Direct injection petrol-engined vehicles manufactured prior to 2006 appear to be an exception to this and may not be compatible with petrol with more than 5% ethanol content. Older (pre-1993) vehicles are also unlikely to be compatible with petrol containing in excess of 5% ethanol without modifications,



(rejetting of carburettors and changing of fuel hoses and seals) though these are a small and decreasing part of the fleet.

In order to support continued operation of these vehicles the Directive obliges Member States to ensure that suppliers continue to provide some petrol containing no more than 5% ethanol by volume (with corresponding 2.7% maximum oxygen content by mass) until at least 2013. This date is subject to review and potential extension. However, based on current projections bioethanol content of UK petrol is not expected to exceed 5% until 2015 at the earliest.

Summary and Recommendation: The Regulations will implement those elements of directive 2009/30/EC which specify new or revised requirements for fuel components which have an environmental impact. This will help reduce air pollutant and greenhouse gas emissions from road and off road transport.

The former objective will be achieved principally by the requirement to reduce the amount of sulphur in gas oil (red diesel) supplied for non road mobile machinery and recreational craft to 10 parts per million (virtually sulphur free). The latter objective will be achieved by increasing the permitted levels of ethanol in petrol and of biofuel in diesel.

Sulphur-free fuel is required for the reliable operation of the emission control technology needed to meet the latest emission standards for non-road mobile machinery and tractors. This technology will bring significant reductions in emissions of NOx and particulates. These would not be realised however without the use of the new fuel because high levels of sulphur will poison the emission control system.

Increasing the permitted levels of ethanol in petrol is, in practice, a partial enabler to fuel suppliers for meeting the greenhouse gas targets for their fuels contained in Article 7a of the Directive and the transport biofuels targets in the Renewable Energy Directive, 2009/29/EC. These targets are being implemented by separate regulations. Provision is made in the Regulations for continuance of a supply of low ethanol petrol for older vehicles.

Most of the requirements are already met by fuel suppliers or are permissive and no additional costs are envisaged for these elements. Costs will be incurred however by gas oil suppliers and users as a result of the requirement for this fuel to be sulphur free. These are attributable mainly to increased costs for refining, for red dye marking facilities where road diesel is supplied instead of gas oil, the need in certain cases for users to provide separate storage facilities, and, where FAME is

contained in the fuel supplied, the need for additional measures by users to minimise microbiological contamination risks. The Regulations have adopted the derogation available under the Directive for fuel intended for rail engines but has not been able to do so in respect of agricultural tractors because of the appearance of new, sulphur-intolerant, emissions control technologies in this sector from the beginning of 2011. The Regulations also allow minor contamination in the supply chain as permitted in the Directive. The Department has been engaged in close consultation with stakeholders to raise awareness of the need for precautionary measures so as to minimise the impact of the measure.

The SI is not just concerned with the biofuel; there are a number of other changes to fuel composition included in the legislation.

Reduction in leaded fuel sales volume (this still exceeds actual sales in the UK so is not thought to be too draconian).

Restriction of MMT (manganese-based lead replacement) octane booster additive use in pump fuel. This is not really a concern as it has never been used in the UK. It is the active ingredient in one of the products available under the approved FBHVC scheme for those that wish to use it.

Volatility will not be altered from existing levels (this was discussed at some length in the Stakeholder Meetings). Oil companies will be obliged to adjust volatility to compensate for the acknowledged adverse effect of adding ethanol, but only to bring the volatility of petrol-ethanol mixes back in line with the previous limit, so that in effect the vapour forming characteristics remain the same. The theory of this is sound, however there may be problems in practice.

Our conclusions

One area where there seems to have been a softening of attitude is in the life of E5; at the Stakeholder meetings the position was quite firm, E5 only until 2013 and then it would be phased out to be replaced by E10. The statement that E5 is likely to be around until at least 2015, backed up by the suggestion of provision of low ethanol (whatever that is) fuel for historic vehicles is a positive development and one in which we feel the FBHVC can claim to have made an impact.

For off-road diesel there were no real surprises, and there is lots of information about good housekeeping, blocked filters etc. However the report does indicate that some 50% of farm storage tanks may need to be replaced – at considerable expense.



Events

2011



Hollowell	2 / 3 July	Mick Stokes	01604 812838
Thenay	15 / 17 July	Gary Creighton	01507 327784
Duxford	7 August	Len Kiff	01992 420305
Cranleigh	21 August	Bob Pigeon	01344 772622
Silverstone Renault World Series	20 / 21 August	Steven Dell	02073 946801
Knebworth RCCC 10 year celebration	28 / 29 August	Len Kiff	01992 420305
Castle Combe Rally Day	17 September	Nigel Patten	01276 25426
Tredegar House	18 September	Dave Wheeler	02920 309815
NEC Birmingham	11 / 13 November	Jeff Sasin	02084 497862
AGM (Stag's Head)	27 November	Tony Topliss	07887 636287

Note: The Renault Classic Car Club will be having a stand at the NEC in November. If you wish to purchase tickets at a reduced price please see the advertisement on the back cover.

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