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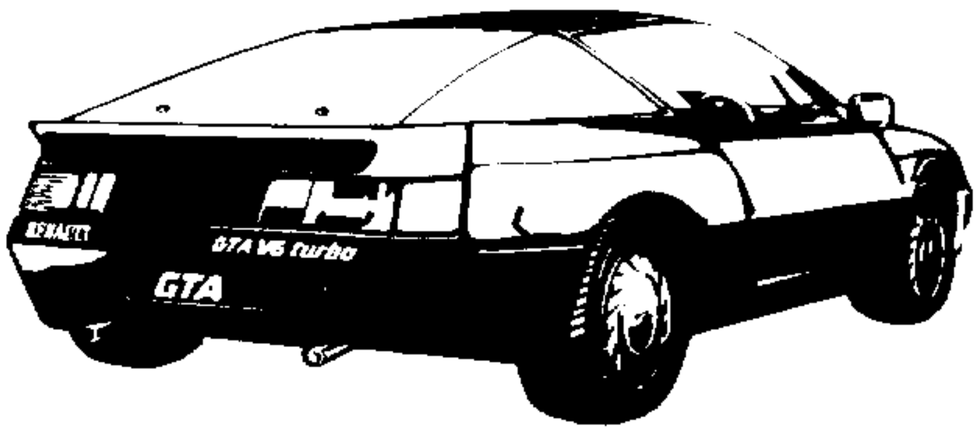

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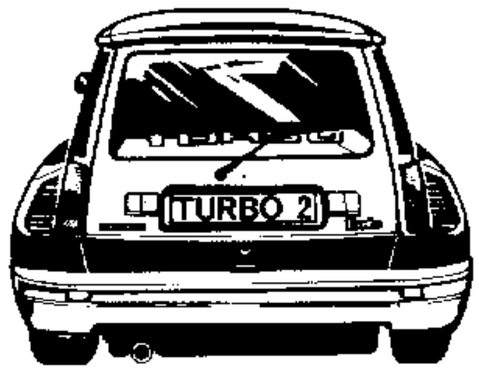

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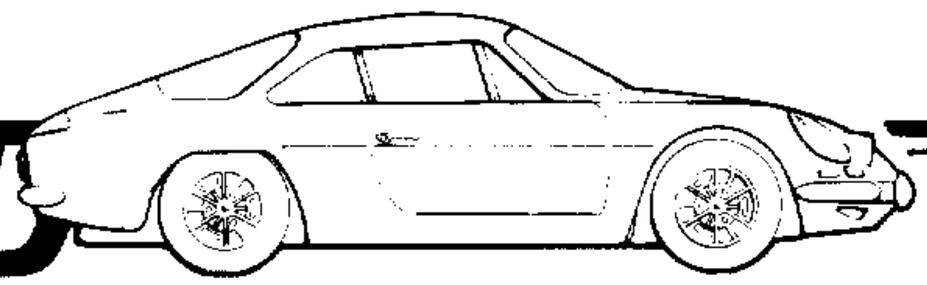

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THE UK ALPINE CENTRE

LE - JOURNAL.

ISSUE No 3. MAY 1990.

CONTENTS.

Page 1 Contents.

Page 2 Chairmans Report - Editorial.

Page 3 Lost....In Le Mans.

Page 8 Alpines In Print.

Page 9 Cars and Parts For Sale.

Page 10 Drastic Plastic.

Page 13 Events Calender.

Page 14 The Alpine Renault A310.

Page 16 Technical : Brake Calipers.

Page 20 "El Caliente" Mexico's Dinalpin.

Page 22 Donington Social Event.

Page 23 "England 90"

Page 24 A110 Register.

Page 25 Montie Carlo Or Bust !!!

Page 27 Donington Historic Racing Festival.

Page 28 Membership Application Form.

The views expressed in Le-Journal are not necessarily those of the Editor or the Committee or Club Alpine Renault.

CHAIRMAN'S REPORT.

The committee of the club would like to change the organisation into a limited company. The benefits are many, but there is a need to change the constitution. To effect this alteration it is anticipated that we will hold a ballot late this year together with the membership renewal.

Club membership now stands in excess of 200, and is evenly spread amongst its model types, I do hope to meet most of you at "England 90", if you cannot make it for the two days at least make it for the Sunday, its going to be a good Alpine event and suitable for the whole family.

Other good news, the R.A.C. have accepted the club so we are now affiliated to the R.A.C.

Mike Hayton.

With the 3rd edition of Le-Journal finally finished, and at the printers I can now relax. Sorry for the delay with this issue, but time appears to be very short at the moment.

HELP !!!

The Editor is very desperate for information on modified GTA's. If you read the article "Drastic Plastic" (edition 3) you will find reference to the regulations governing the Europa Cup GTA. A copy of these regulations may give an insight to possible modifications and would be most welcome.

Should you actually own a modified GTA, Please contribute an article detailing the modifications !!!

The next issue of Le-Journal will be out in early september (hopefully) and all correspondence should reach me by mid August for inclusion, particularly the cars and parts for sale.

May I say welcome to the "Renault Performance Centres" that Le-Journal is now circulated to, Any comments or experiences they have will gladly be included in future issues.

My thanks to Ted Walker, Stefan Mucha And Chris Rabbets for their contributions in this edition.

David Storey.

"Lost.....In Le Mans !

The name Le Mans always seems to be synonymous with the 24 hour sports car race. My earliest memories of that race come from the radio. I would listen to the hourly reports all through the night on my crystal set underneath the bedclothes much to the disapproval of my parents. The battles between the Jaguars and the Ferraries would come through my headphones and I can still hear the late John Bolsters high pitched voice relating why "this car" or "that car" had retired from the race and in the background was the noise of the cars going past the pits. Alpines might have been mentioned but the name meant nothing to me then. I have still never ever been to the race and I don't think that I would now unless I could fly round the rock of eternity and go back 35 or so years.

Recently I was in Le Mans to attend the Alpine Concentration over the weekend of 28th and 29th April. Organised by Mille Miles in the town of Le Mans and on the circuit Ettore Bugatti it proved to be one of the largest gatherings ever.

Le Mans is not an easy place to find your way around. The old town is built on a hill on the banks of the River Sarthe and the numerous one way systems only serve to confuse. I had navigated Ted Walker all the way from Calais without a mistake but soon after entering the town we were driving around trying to find the hotel but definately lost !!!.
We stopped for a drink and to ask the way to be told that we were on the right road but going in the wrong direction and it was a dual carriageway. However within minutes of leaving the bar we were at our hotel which was on the banks of the river. With the cars safely in the garage we decided to walk into the town to find where the next days meeting was to be. That evening, having eaten at an Italian restaurant in the old town, we walked up to the car park.

It was shut and almost empty of cars. Posters on the barriers and on the trees and lamp posts advertised the next days Alpine Concentration. A young lady in a Renault 5 approached the barrier and despite our protestations moved it so that she could drive through. No Concentration Alpine or otherwise was going to stop her parking her car where she always parked it !

Our return to the hotel showed that a number of other Alpines had arrived, including a A310 towing a trailer with an A106 on it.
Three Five Gordini Turbos had arrived at the end of a drive from Finland, over 2,000 km away. The other two English cars arrived so that we were represented by Graham Collover, Christopher Tate and Ted Walker in GTA's and David Storey in his A110.

The next day, Sunday, was an " almost shorts weather" day according to Ted, with a cloudless

blue sky but a cool breeze. After breakfast we made our way to the car park which is almost in the shadow of Le Mans Cathedral. The flow of Alpines did not stop until lunch time by which time there must have been almost 300 cars in the park. They were lined up in model groups and there were more A110's than I have ever seen in one place before. There were also three Formula France 1300cc racing cars, together with a Formula 3 "Armadillo" racing car. During the morning the "navigators" tried to sort out the route of the Treasure Hunt that was to follow lunch. All the discussion was worthless in the end because the road book was clear, accurate and easy to follow and we managed not to get lost and finished with all the clues solved at a Chateau about 30km south of the circuit.

There was time to drive round most of the Le Mans circuit and have a look at the two new chicanes on the Mulsanne straight. The main road must be 30 meters wide but the chicanes are only 12 meters wide so the first chicane will be a busy place on the first lap of this years race.

The four English Alpines in the "Mickey Mouse" chicane on the Mulsanne straight.

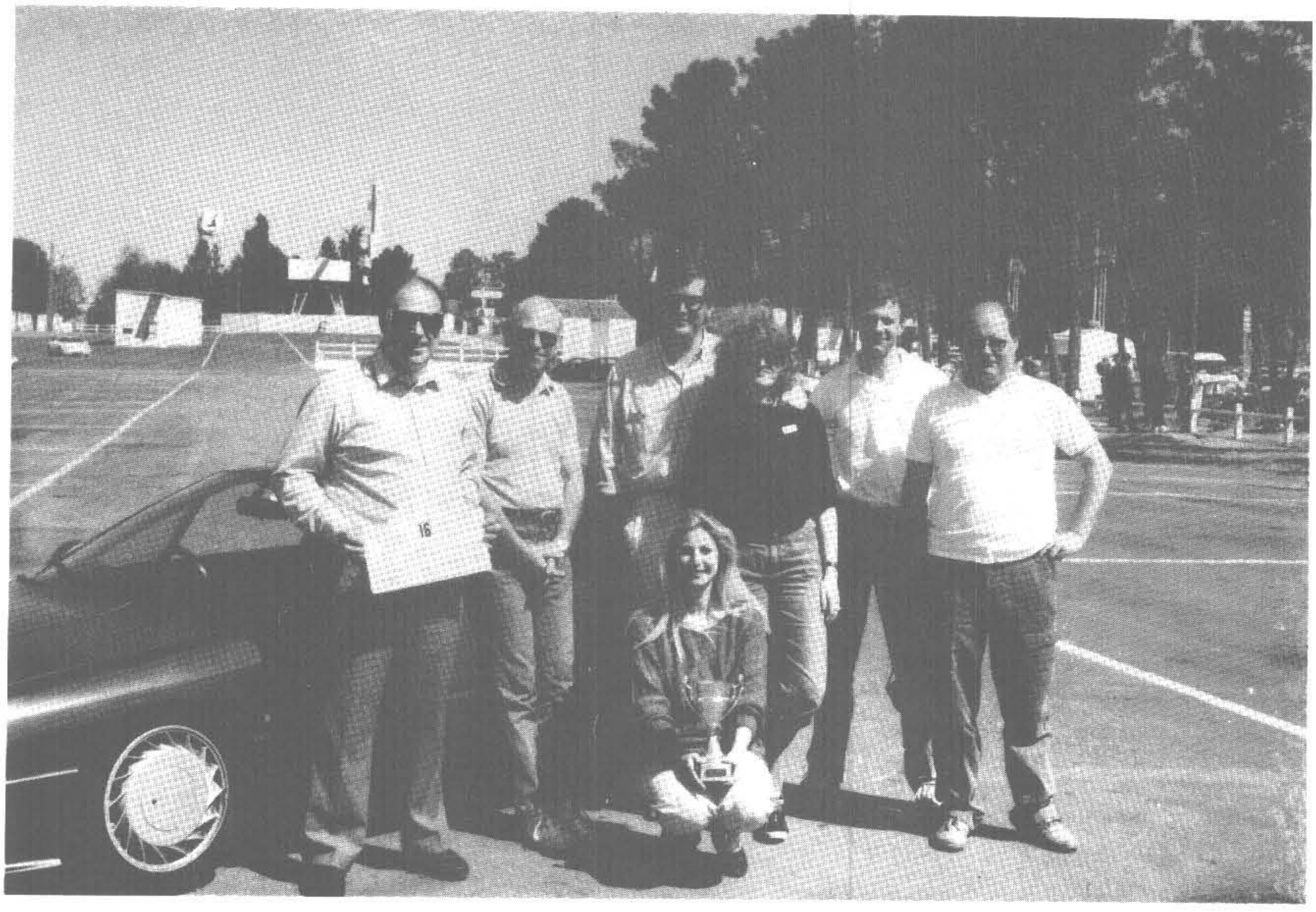
The evening meal was the usual convivial affair which lasted until midnight, Graham Collover upheld the clubs record of not leaving without a trophy, he won the prize for the best standard GTA. The cars were locked in the paddock at the circuit for the night and we were bussed to the hotel with the warning that it would leave at 8.15am sharp for the circuit, for mondays activities.

In fact it almost did not leave at all. Much to our consternation, the driver found that he could not release the handbrake and some of us had serious doubts about his ability to navigate the narrow under circuit tunnel with-out at least one ricochet. We made it safely and had another sunny day wandering about looking at the cars, chatting and watching the antics on the circuit.

The last activity was a couple of parade laps around the circuit and then all the cars lined up "en echelon" in front of the pits. Over 250 Alpines was a particularly impressive sight but is was a pity that nobody could produce an Alpine Le Mans car even though there were more than a few made.

After that we had to navigate our way out of the town to the nearest Campanile Hotel for the night and then a leisurely drive back to Calais the next day. Thanks for the drive, Ted, but I think that on the next trip I'll let someone else do the navigating.

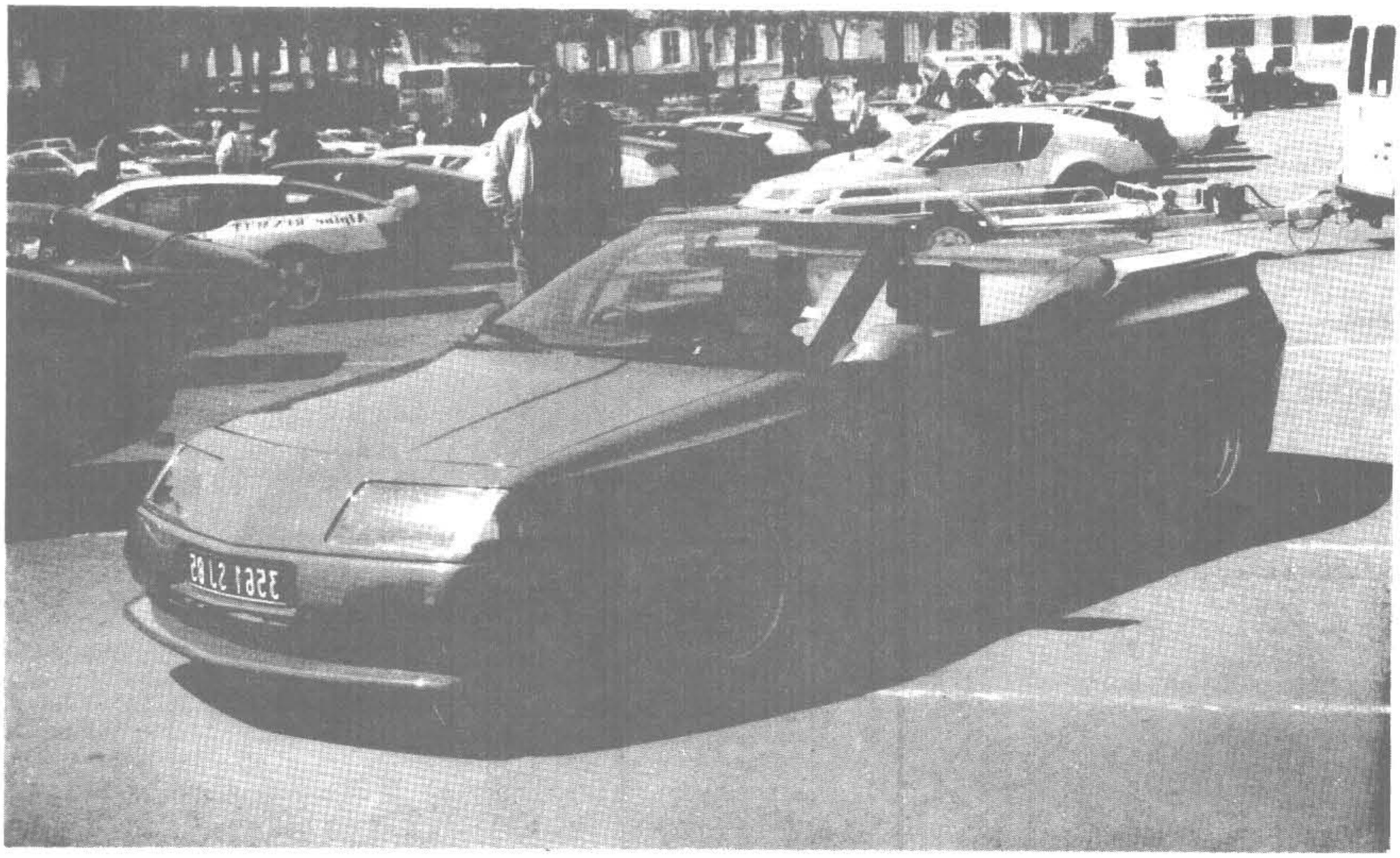
Contributed by:- C.Rabbets.



C.A.R. Participants, Graham Colover, Chris Rabbets, Christopher Tate and Laura, David Storey, Ted Walker, and Jackie Collover.

Limited edition "LE MANS" GTA . Brought to the event by Mr.H.Perez of Alpine Renault.

250 Alpines line up "en echelon" in front of the Le Mans pits.



Convertible GTA in Le Mans car park.

Alpine In Print !

As a sequel to my first article on Turbo 1 + 2 road tests and articles I have compiled a similar table on Alpines to GTA Turbo. Once again if any members have anything to add please ring me or write to our Editor.

MAGAZINE.	DATE.	TITLE.	COMMENTS.
World sportscars.		Kissin Cousins.	GTA versus GTA Turbo.
Car.		Franco Prussian War.	911 Porsche versus GTA Turbo.
Sports Car Monthly.	June 86.	Renault Alpine GTA V6 Turbo.	Colour Roadtest.
Fast Lane.	Sept 87.	Drastic Plastic.	Track Test Europa Cup GTA Turbo.
Fast Lane.	Aug 87.	Fast Feet.	GTA Turbo Staff Car Test.
" "	Mar 88.	" "	" " " " "
" "	Jan 89.	" "	" " " " "
Car.	July 80.	Time Machine Alpine.	Trip Through France In A 310 V6.
Sports Car Mechanics.	Aug 85.	French Polish.	Road Test Of Ian Andersons A110 1600 S.
Top Wheels (USA)	Summer 89	Alpine-Tomorrow Better Than Yesterday	25 pages on Alpines.
Motoring News.	May 27/1971.	From Race To Rally.	The Alpine Story.
Autosport.	May 6/1971.	Road Test by J Bolster.	1600 S Road Test.
Motor.	July 10/1982.	French Essays.	Colour Road Test A310 V6.
Motor.	Dec 12/1970.	Ca Va Bien.	RAC Rally From Co Drivers Seat With Jean-Luc Therier's 1600'S.
Motor.	Dec 23/1972.	Continetal Diary.	Paul Frere Drives Alpine F2 Car.
Autosport.	April 10/1975.	Leader In The Field.	Doug Nye Visits The Alpine Factory.
Motor.	March 6/1971.	Continental Diary.	Paul Frere Drives A A110 1600'S.
Autocar.	April 9/1977.	Thriller.	Jos'e Rosinksi Drives A442 Turbo.
C+C Conversion.	May 1972.	Alpine Ultimate Rally Car.	Road Test Works Spec A110 1600'S.
Motor.	June 27/1970.	Alpine Renaults Prestice Front.	M Bowler Visits Works + Drives 1300'S.
Autosport.	March 23/1972.	Road Test By J Bolster.	A310 4 Cylinder.
Autocar.	Feb 25/1971.	Given The Works.	Track Test Works 1600'S.
Sports Car Graphic (USA)	Jan 1964.	Track Test M63.	Track test Le-Mans Car M63 By B Cahier.
Old Car.	Oct 1989.	Renault Alpine A110	Test Of A110 With R5 Alpine Engine.
Motor.	June 26/1982.	Feature Test A310 V6	Colour Road Test A310 4 Cylinder.
Motor.	April 6/1974.	Lotus Eater Francaise.	Road Test A310 4 Cylinder.
Motoring News.	Jan 4/1977.	Not Such A Road Test.	Hystorical Alpines By A Pritchard.
Autosport.	April 25/1969.	Mille Miles To A340.	Ray Hutton Visits Alpine Factory.
Autocar.	Aug 30/1973.	Teenage Rally Winner.	French Car Number.
Motor.	June 18/1966.	French Motor Cars.	Article On Competition Programme.
Motor.	Dec 20/1969.	Alpine Renaults Flag Waver.	
Motoring News.	June 6/1974.	Alpine Rally Plans.	Colour Test Of 1600'S.
Auto.	Sept 1972.	Renaults Alpine La Petis Bombe.	
Motor Sport.	Jan 1979.	Riding With Regie.	Track Test Of A443 Le-Mans Car.
Autosport.	July 24/1986.	Renaults V6 Racer.	Road Test Of GTA V6 Turbo.
Autosport.	April 17/1986.	Raad Impressions GTA V6 Turbo.	
Motor Sport.	Feb 1987.	Gallic Genius.	Road Test GTA V6 Turbo.
Motor Sport.	Aug 1986.	GTA V6 Turbo.	Discription.
Autosport.	June 17/1966.	Alpine M66.	Double Page Cutaway Drawing.
Autosport.	Dec 16/1976.	A Taste Of Martini.	?
Motoring News.	July 9/1986.	Rear Moto Regi	Description + Test OF GTA.
Autosport.	Dec 23/1971.	Attacks The 911. The Story Behind The F3 Alpine.	John Bolster Visits The Factory.
Classic Cars.	June 1979.	Alpine Renault.	The Story Of The A110.
Motor.	Sept 10/1977.	Tricky Quickies.	Road Test A310 V6.
Motor.	Dec 25/1982.	Purple Funk With White Knuckles.	Mike Doodson Drives The F1 RE-30.
Motor.	June 3/1972.	Paul Frere Diary.	Driving The A310.

Motor.	Dec 8/1984.	Renault In Profile.	
Motor.	Feb 16/1985.	White Charger.	Road Test Of GTA V6 GT.
Motor.	Dec 16/1978.	Out For A Spin.	Mike Doodson Drives Le-Mans, Alpine.
Motor.	Dec 9/1978.	Objective Victory.	Review Of F1 Programme.
Motor.	April 26/1969.	Alpine In Action.	History Of Alpines Up To 1969.
Classic + Sportscar.	April 1983.	Alpine Peak.	Alpine History + Road Test's, 2 110's.
Autocar.	June 17/1966.	Given The Works.	Road Test Of 1300'S.
Autocar.	June 22/1974.	Alpine The Company And Its Cars.	
Autocar.	Jan 13/1979.	Miles Behind The Wheel.	John Miles Drives A443 Le-Mans Car.
Super Car Classics.	June 1989.	911 Versus A110 1600'S.	
Specialist Car.	Nov 1989.	Alpine Adventure.	Tony Willard Drives A110 + A310.
Sports Car Graphic (USA)	Oct 1966.	El Caliente - Mexico's Dinalpin.	Technical Description Of Mexico A110.

Contributed by :- Ted Walker.

CARS AND PARTS FOR SALE.

FOR SALE A110.

Choice of two for sale :-

1968 in reasonable condition £10.500.

1975 in good condition £12.500.

both of these cars are 1300cc V85's, and one must go !! Please phone Alan Murphy on 0453 835622.

Wanted For A110.

Complete set of alloy wheels, preferably 5.5 x 13 any make, any condition to fit standard 3 stud hubs and arches. Also one Spanish steel / alloy wheel.

I also need rally clocks :- Halda Twinmaster or Speedpilot. If you can help please phone Richard Tyzack on 02915 720.

FOR SALE 1967 A110.

Car in sound condition but needs some restoration work, chassis is excellent, body good with no apparent incident damage. For more Information please contact Mike Hayton on 029 93 5167.

AUTOJUMBLE.

Have you been hording Alpine-Renault spares "just in case" ?. Now's the time to have a clear out and bring in some extra cash. Collect your bits, throw them in a box, and bring them along to "ENGLAND 90"

HELP !!!!!

I am the proud owner of a GTA V6 Turbo but during the foggy days I find the lighting provided a little poor. To this effect I am seeking help to try and find what type and how, or if, I am able to fit fog lights. Has anyone fitted any to such car, if so I would appreciate their comments.

To :- James.S.Stannard.

Apple-Tree Cottage,
Burford Lane,
Brockenhurst, Hampshire.
SO42-7TN.

DRASTIC PLASTIC.

The striking Renault Alpine (GTA) is a dramatic road performer. The transformation to racer makes it even more so,and the prospect of fighting a battle for survival with 30 other similar cars is positively awesome. Mark Hales journeyed to Holland to sample this upmarket racer first hand, and prove to himself that they really are faster than a Cosworth Formula One on the straight bits.

"YOU WANT to take a ride with me for a lap'yes..."
One-time Dutch Formula One driver Michael Bleekemolen's limpid blue eyes twinkled within his full race helmet" Its okay " he soothed, " I will not go fast, you have no belts..."

I should have known.I've even said it myself. Translated from racer-speak, all this means is "I am about to impress you with my car control". I should mention that there was no passenger seat either, and we trickled out of Zandvoort pit lane with yours truly clinging to the aluminium roll cage. one hand above the passenger door, the other behind Michael's seat and my feet braced hard against the bar that runs where once was the plastic facia.

It's the drivers home circuit and he knows it intimately. Out of the pits and into the banked, 180-degree Tarzan hairpin, the site which once occasioned J Hunt's famous apres-shunt remark to M Andretti, "We don't-overtake-round-the-outside-in-Formula-One".... Probably not wise in Renault Europa Cup either, for that matter. Bleek hits the throttle, pedal meeting the floor with a metallic clack. One-and-two-and whoosh. The boost gauge soars to 1.5 bar and I'm in danger of disappearing into the rear compartment. Into third, then fourth through the next right-left sequence, scampering up the long curving gradient and over the dunes of the sandy seaside circuit. The V6 seems to pull for ever in the gears. Still in fourth and approaching 6,000rpm and 120-odd mph, the Renault rocks its way gently up the sweeping left hander, waving a front wheel in the air as if a giant foot is tap dancing on the offside rear corner. Over the crest, and into the righthander at Seheivlak, still in fourth. The driver waits for the snaking car to settle after a provocative prod of the brakes, then takes a deliberate bite of lock into the corner. I hear the throttle clack again.

Suddenly, without any warning whatsoever, the offside flank rears skywards, the opposite front corner dives for the tarmac and the engine revs soar towards the rev limiter. Bleek's arms flash on some opposite lock, promptly unravelling it just as swiftly.
The revs drop with a shudder as grip returns to the driven wheels. But for some reason, he has forgotten to lift his right foot. Up go the revs again, tacca tacca against the limiter, and his arms blur again. And again. The giant is treading really hard on the front corner now, and the rear inside Michelin yelps in protest every time it comes back to meet the tarmac. The car yaws and bucks with enough violence to make me fear for the continuing attachment of the suspension to the chassis, threepenny-bitting its left rear wheel with a dull thump over the kerb, my helmet clangs against the roll cage, my arms threaten to come out of their sockets. If this is Alpine Europa Cup, I'm not sure I'm ready for it .....

The lap, however is not yet even half complete. Michael is still extremely busy. Every movement he makes is nervous, spasmodic. A quick convulsion of his right arm swops gears, a sudden

crossing of the arms feeding of the car's apparent insatiable appetite for opposite lock. Behind us, through, the 2.6-litre, single-overhead-cam V6 makes a distinct contrast with the animated pilot. It feels smooth and unruffled, gargling out of its megaphone exhaust with a noise like a V8 with a plug lead off.

Now the lap is nearly over and a relief will soon be at hand. A hold-yer-breath-and-lift-as-little-as-you-dare, forth gear corner called Bos Uit, thump over the kerbs as Bleek saws like a beaver at the tiller, on to the Dutch circuit's seemingly interminable straight, and into 5th. Soon we're approaching 170mph, and the wall of sand and barriers that defines Tarzan's tight loop. At long last Michael's foot jumps from flattened throttle, to land gently atop the brake pedal. He seems to squeeze rather than press while the car's tail sways from side to side as the speed dissipates into roasted asbestos energy. Into the pits via the back entrance.

I don't mind telling you, I was somewhat apprehensive. You couldn't possibly describe the car as friendly, not from where I was sitting anyway. It felt mighty quick too, and I knew already that the regulation Mitchlin slicks were narrow, and not very sticky, and 275 is a lot of horsepower; and my knowledge of the sweeping circuit extended only as far as 10 slow laps in a Renault Espace. Yet I couldn't help wondering about Bleek's style. His driving credentials are excellent, and he's a winner in the category. Earlier he lapped the circuit in 1m 46-and-a-bit seconds, which is as about as fast as an Alpine has ever gone there. But why was everything so sudden? Why did he seem to be actively provoking a machine which seemed only to be ready to depart the track at every opportunity?. Surely smoother would be quicker? A touch of Rosberg and a little more Prost perhaps?

Well there's nothing quite so sobering as the possibility of finding out for oneself, and if you think you can do the job any better, now's the time to prove it .... Ahem,er,well .....

As a category, the Renault Europa Cup enjoys a very high profile. The Regie has made sure of that, and the very upmarket, one-make supercar series supports all the European Grand Prix including Monaco with the prize bonus money totalling no less than £450,000 for the year.Attractive as well as prestigious ?

Certainly, but it should already be apparent that actually getting your hands on the share of the spoils isn't going to be easy. At the moment, there seems to be no shortage of people willing to try, though, and grids have been near full at most circuits this year.

In standard form, the rear-engined, single turbo, third generation Alpine is already a spectacular performer, with a top speed of over 150mph and a wonderfully relevant 60mph from rest coming up in 6sec. Handling is best described as superb when travelling the sensible side of the tyres' considerable grip, interesting when that limit is transcended or when the roads are other than bone dry.

The Europa Cup regulations are the subject of a tightly-worded, 137 - page, multilingual tome which details, in diagrams, every single nut and bolt which could remotely affect performance or safety. Ingenious interpretation of the written word is firmly forestalled as early as page one. "the purpose of any modification or replacement must not add any supplementary function to that for which the original component was intended ". That deals with the " It doesn't say you can't" brigade.

The whole concept is admirable and is designed to permit just enough modifications to keep the cars reliable and safe to race, while upping the performance well beyond that of the standard article. Most of the directives therefore follow standard production car road-to-race conversion practice. Apart from the safety items like roll cage and fire extinguishers, the De Carbon dampers are stiffer, radiator and brake discs are bigger and front to rear bias-adjustable pedal boxes are permissable; gear ratios are different and the turbo is larger to liberate the extra 75 or so horses above the standard car's output. This detail lops two seconds off the 60mph drag and raises top speed to around 180mph, where there is enough room. Weight with-out the driver is just under 1000 Kg.

Seven-inch Gotti Aluminium split' rims are specified for the front, nine for the rear - both 15in diameter - and shod with mandatory Michelin 195/50 and 255/50 sized tyres; SB9 slicks for the dry weather, PB20 for wet.

A little is left adjustable for teams and drivers to find out an engineering advantage over their fellows and to cater for individual driving styles, but it's limited primarily to ride heights and rear wheel cambers.Springs and roll bars must remain as specified.

Michael upturns his palms, flashing his ready smile, and indicates the pit road exit. Now it was my turn, and Bleek was still grinning.... Already the unpadded, form-hugging Recaro driver's seat is vastly more accommodating than the passenger floor. Belted in tight, I feel a world more secure. Pervading the cockpit is the smell of hot fibreglass, brake dust and unburnt oil fumes, and the functional untidiness of a real racer. Polished aluminium tubes wind through the interior air; switches are grouped with the sole intention of driver accessibility. Move off.The steering is immediately light, direct and arms-length easy, the engine burbles along like a road car's the rose-joint encrusted gearshift is light to use.

Wait an age for the boost, and go. The Alpine sweeps up through the first three ratios with an exhilarating surge, wastegate chattering with every gearchange. A lap to settle in, to remember the corners which looked so different from the exalted height of the Espace, then try to string one together.

The first surprise is the brakes. There's little weight on the front wheels and the standard servo robs the essential feel which says "about to lock up". I approached the Jody Scheckter chicane in fourth, at what I think is a conservative rate, transfer right foot to brake pedal and the cockpit fills with smoke, acrid incinerated Michelin, and furthermore we're not going to stop anywhere near in time for the corner at this rate. Five thousand in fourth must have been faster than I thought. Turn in anyway. The car responds by snapping instantly 45 degrees to the road,quicker than you can think about it. Still at least it's going in the right direction for the corner. Quickly release the grip on the helm, let the suspension's caster spin the wheel to somewhere near the correct amount of corrective lock. Now quickly shuffle it off again or we'll spin in the other direction. Find the gear I would have selected had I not been fighting a war in the cockpit, and continue. At least five cars would have past by now.

Hmm ..... well, we didn't actually pirouette, not then nor at any time during the day, but so far it certainly wasn't the stylish way, or the fast one for that matter.

Therefore progress was accomplished by a slapping noise like a loose lorry tarpaulin in the slipstream. The steering shimmied a little to. I had a flat spotted tyre.

Now I could see why Bleek uses the brakes so daintily. The pedal must be treated as if there's a fried egg on it, and braking needs to start a lot earlier than feels right at first, partly because the cars are so slippery-quick down the straights.

The front wheels don't lock when you first hit the pedal. They wait until you're 30 yards from the corner, by which time it's too late to have started sooner..... One lesson learnt.

Next piece of education is the handling. You have two choices available, oversteer or more oversteer, and it really is a tricky balancing act to get the best from the car, rather like the 911 Porsche, which shares a similar weight distribution. Turn in to the corner just a tiny bit too fast on a trailing throttle and the thing will broadside before you can say Ari Vatanen. Then you need some power to stabilise the lot and stop it spinning right round. Trouble is then that, once summoned,boosted grunt arrives in uninhibited quantities, which pushes the tail back out of line. Only this time, instead of the car's hindquarters swinging like a pendulum, the inside rear wheel parts company with the road and lights up smokily dissipating the excess power. This promptly cuts the drive, so back comes the tail.

If at this point, like Bleek, you leave your foot down so as not to loose the boost, the savage return of traction pokes the tail straight back out of line yet again and the process continues unabated, until the car is straight, or you leave the circuit. There's simply no question of holding the car in a power slide against opposite lock, but it is possible with practice to time the arrival of the post-lag power surge to coincide with the end of the first twitch. If all that doesn't sound like a medical condition treatable with Valium, I don't know what does.

Time everything somewhere

near right, and the Alpine will just squirm and waver, dig in and go. The traction is actually very good as long as you haven't applied any real amount of steering lock.

Now I could see why Michael has these convulsions behind the wheel. All the controls are light and demand a very precise and delicate touch, but, more than that, you need to be mighty swift with the correction and hold it only just long enough. And you need to remember just how fast these cars will travel in a straight line. Even Michael permitted himself the luxury of a spin during the afternoon, and team mate Patrick Trucco indulged rather more than that .....

It must have been apparent after about 20 laps that I was beginning to enjoy myself, and just in case fear was about to be replaced by exuberance, team manager Dusan Rakic held out the "IN" board.

Best effort had been a 1m 48.3 sec on 1.2 bar boost, reduced from 1.5 in deference to some detonation from the indifferent local fuel, but as Nigel would say, it certainly wasn't easy. Most laps were a couple of seconds slower than that thanks to an average of one sideways moment per tour.The cars are very exciting.

I apologised for reshaping the tyre. Michael flashed his Georgie Fame smile. "Iss no problem" he said, as Trucco rat-tat-tatted his way past the pits. "You see ....everyone does it.....".

By the time you read this, the cars will have supported the British Grand Prix at Silverstone. They will without doubt have been spectacular, and some may not have finished. At the time of my test, the average score of Write-offs was two per race. This however, only makes the guys who win consistently all the more impressive. Fast Lane's thanks are due to Michael Bleekemolen and his teem, and to Renault, Both in Holland and Britain.If there's ever an Alpine going spare.....

Taken from Fast Lane, September 1987.

Editors footnote.

Radbourne racing will be exhibiting their Europa Cup Car at "England 90" including a demonstration weather permitting.

EVENTS CALENDER.

Dates.	Location.	Details.	Club.	
30th,1st, June, July.	West Midlands.	2 Day Alpine/Gordini. International Meeting.	CAR. GB.	3.
22nd July.	Pau-Arnos.	1 Day Alpine Meeting.	APAR.	1.
21/22 July.	Donington.	2 Day Historic Event.	CAR. GB.	4.
17/19 Aug.	Willingen.	German International. 3 Day Alpine Meeting.	Le-Turbot.	1.
16 Sept.	Dijon-Prenois.	1 Day Circuit Event.	CAB.	1.

For information and regulations on the above events please contact the relevant persons denoted by the number at the end of the event, enclosing a S.A.E.

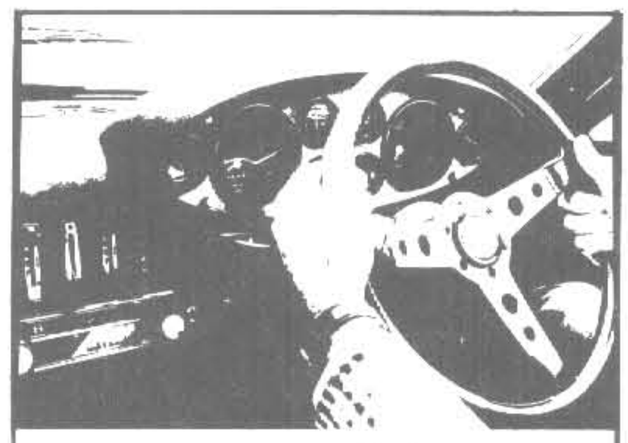
1. Ian Anderson. 64 Drax Avenue, West Wimbledon, London. SW20 OEY.

3. Mike Hayton. 15A Church Walk, Stourport On Seven, Worcs. DY13 OAL.

4. Ted Walker. The Old Bull, 5 Woodmancote, Dursley, Glos. GL11 4AF.

The Alpine Renault A310, a more civilised car.

The Alpine Renault A310: civilised sports coupé



Road test/John Bolster

The Alpine Renault A110, otherwise known as the Berlinette, is a hairy little sports coupé with a resounding competition record. Giving room for just two people, a toothbrush, and a small bar of soap, it is as silent inside as a sheet metal factory and as luxurious as Boadicea's chariot when in competition tune. Certainly the most enjoyable super-sports car to drive that has ever been built, it perhaps lacks some of the more bourgeois virtues when regarded as everyday transport.

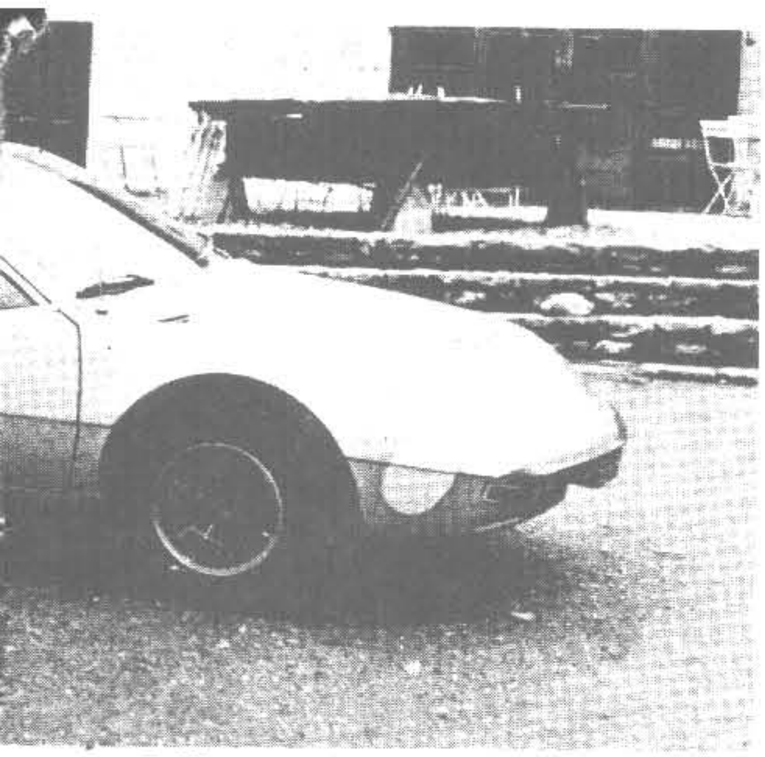
In his A310, Jean Rédélé has endeavoured to produce a more civilised car which can carry four people on occasion, with comfortable suspension and a low sound level, yet retaining the fantastic cornering power of the Berlinette. Incredibly, he has done just that.

Certain problems have arisen — for example, the special "blow-up" spare tyre has not materialised, which was supposed to fit in the rear wing. Consequently, the full-sized spare now hogs the luggage space in front. For the time being, therefore, this is either a four-seater without a luggage boot or a two-seater with generous room for large suitcases, which was how I chose to regard it, though the rear seats are by no means small by 2+2 standards. New tyre developments are about to render the spare wheel and tyre an unnecessary luxury, however, and so the A310 will eventually carry some luggage as well as two extra passengers.

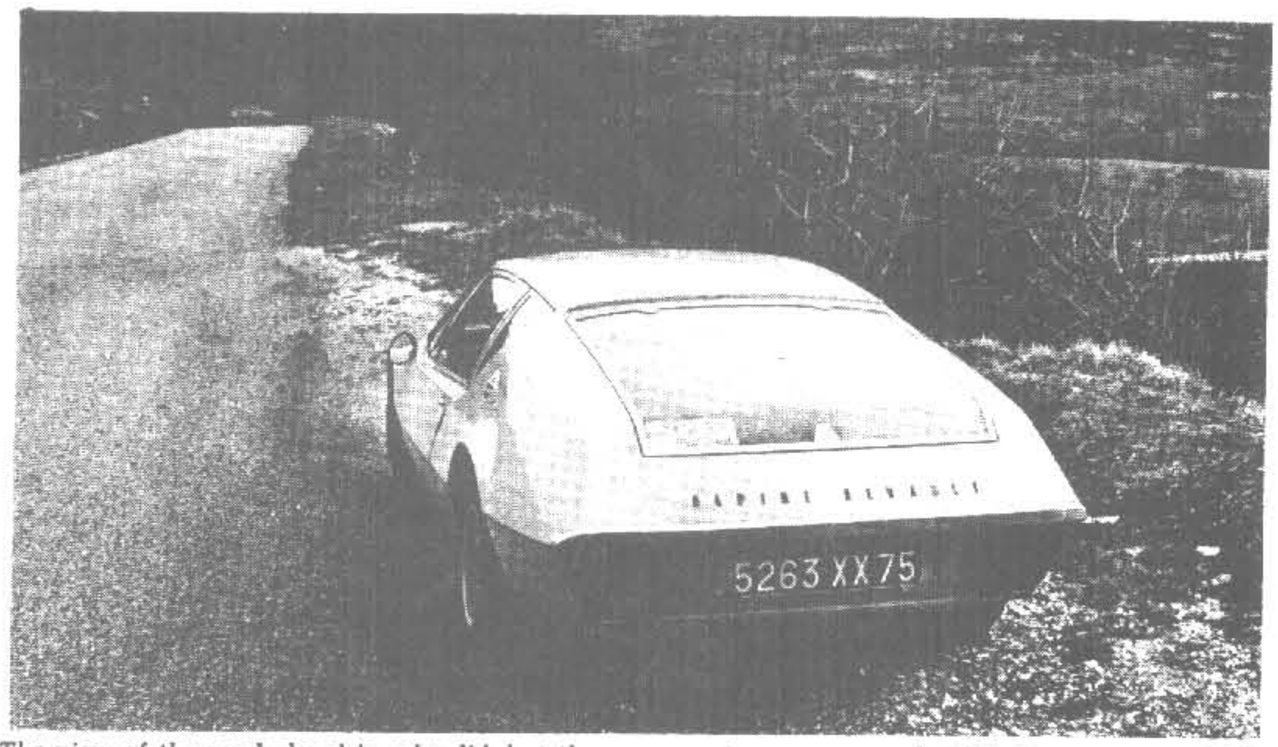
Rumour has it that a Renault-Peugeot V6 engine will eventually be available, but the car goes astonishingly well with only 1605 cc. The brilliant aerodynamic work of Marcel Hubert gives the A310 even less drag than the considerably smaller Berlinette, though the extra weight must affect the acceleration to some extent. The chassis is again a tubular backbone and the separate body is of glass-fibre construction. However, the swing-axle rear end of the earlier car has been replaced in the interest of riding comfort, though the engine is still at the rear. Wishbone suspension is used at both ends, with the coil springs and dampers above the upper links, and anti-roll torsion bars are incorporated. Light-alloy wheels with wide rims carry tyres of a broader section behind than in front, as indicated in the data panel. The servo-assisted brakes have ventilated discs in front and solid ones behind. The 5-speed all-indirect gearbox is from the R12 Gordini and the engine is an Alpine development of the light-alloy Renault 16 unit.

The car is very low, but once inside the driver and passenger have an astonishing amount of room. The nylon-upholstered seats are surely the most comfortable yet, while all the controls and instruments are ideally

The car is very low but once inside the driver and passenger have an astonishing amount of room.



Brilliant aerodynamics give the A310 even less drag than the smaller Berlinette.



The view of the road ahead is splendid, but the rear quarters are somewhat blind.

placed. The view of the road ahead is splendid, but unfortunately the rear quarters are somewhat blind.

I collected the Alpine in Paris and used it to cover the Geneva Show. First impressions were good because the highly-tuned engine is phenomenally flexible, idling indefinitely in traffic blocks without overheating. The sound insulation is difficult to explain, for the body is light in relation to its size, yet the booming from which most four-cylinder steel-bodied cars suffer is totally absent. Let me say, simply, that the level of sound from the engine, transmission, tyres, and wind is amazingly low. The only surface producing road noise is the cobblestone, mercifully rare now, even in France.

The ride is also extremely comfortable, the new rear suspension absorbing the bumps while the car remains level. The cornering power is tremendously high with virtually no roll. One drives faster and faster through bends, never reaching the limit, even in the mountains, and the brakes do not fade. The sliding technique beloved of Berlinette drivers does not suit the new car, however, the characteristic remaining neutral in spite of the rear engine location. Nevertheless, the engine position makes itself felt in side winds on the Autoroute. I found it reasonable to cruise at 110 to 115 mph, even when the wind rocks in high and exposed places were straining at their moorings. An extra 10 mph, however, caused one to "make attention," as the French say. The very quick steering — 2½ turns from lock to lock — rendered it easy to kill an incipient swerve, but the tendency was there when the gales of March blew.

The Alpine is really over-geared and will not reach maximum revs in fifth speed. Changing up at 110 mph or so, the driver finds that 125 mph is quickly available almost anywhere and this might be called the everyday maximum. However, when conditions are right and the road is clear, the car will reach and hold 131 mph, or even a little more with wind or gradient assisting.

Engine accessibility is via the glass rear window and an internal bonnet.

This high gearing also entails a high bottom gear with a close-ratio box, which spoilt the acceleration figures. I will never punish the clutch and much slipping would have been necessary to achieve really representative times. The figures in the data panel were taken under touring conditions with two up and luggage. For French roads, the disadvantages of high gearing are of no consequence compared with the joy of fast cruising at low engine revs.

The compact size of the A310 is an advantage everywhere. It is a very easy car to drive fast on long journeys, very high averages being attained as a matter of course. The six headlights are immensely powerful but to use them on busy autoroutes causes furious retaliation. At present, the lighting is insufficient in the dipped position, especially on French autoroutes without cats-eyes, and as I had to cover 200 miles in the dark and the pouring rain, I know all about this problem.

Some drivers may find the very quick steering unusual, but it gives a wonderful sense of control, especially on winding mountain roads. The 5-speed gearbox is a joy to handle, though the synchromesh can be beaten, but for fast road driving it gives the right ratios for all conditions. The heating and ventilation work well, the windscreen having heating wires for extreme temperatures. The electric windows are rapid in operation, which is useful if you want to call another road-user a French three-letter word.

The Alpine Renault A310 sets new standards for small-engined sports cars. Its fuel economy is valuable anywhere, but especially in France, and it has the vintage virtue of responding gratefully to the expert driver. Development is still going on, largely in the capable hands of Mauro Bianchi. It is a very important car of advanced design and superb appearance, which I am lucky to have driven at this early stage, and I would like to thank Claude Furiet for making this road test possible.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Alpine Renault A310 2+2 coupe. Price in France 45,200 francs including tax.

Engine: Four-cylinders 79 mm x 84 mm (1605 cc); compression ratio, 10.25 to 1; 127 bhp (net) at 6250 rpm; pushrod-operated inclined valves; two twin-choke horizontal Weber carburetters.

Transmission: Single dry plate clutch; 5-speed all-synchromesh gearbox with central remote control, ratios 1.03, 1.21, 1.61, 2.33, and 3.61 to 1; spiral bevel final drive, ratio 3.27 to 1.

Chassis: Tubular steel backbone chassis with glassfibre body; independent front suspension by wishbones, coil springs, and anti-roll bar; rack and pinion steering; independent rear suspension by wishbones, coil springs, and anti-roll bar; telescopic dampers all round; servo-assisted disc brakes with ventilated front discs; 165-13 front and 185-13 rear radial ply tyres on 7 in light-alloy wheels.

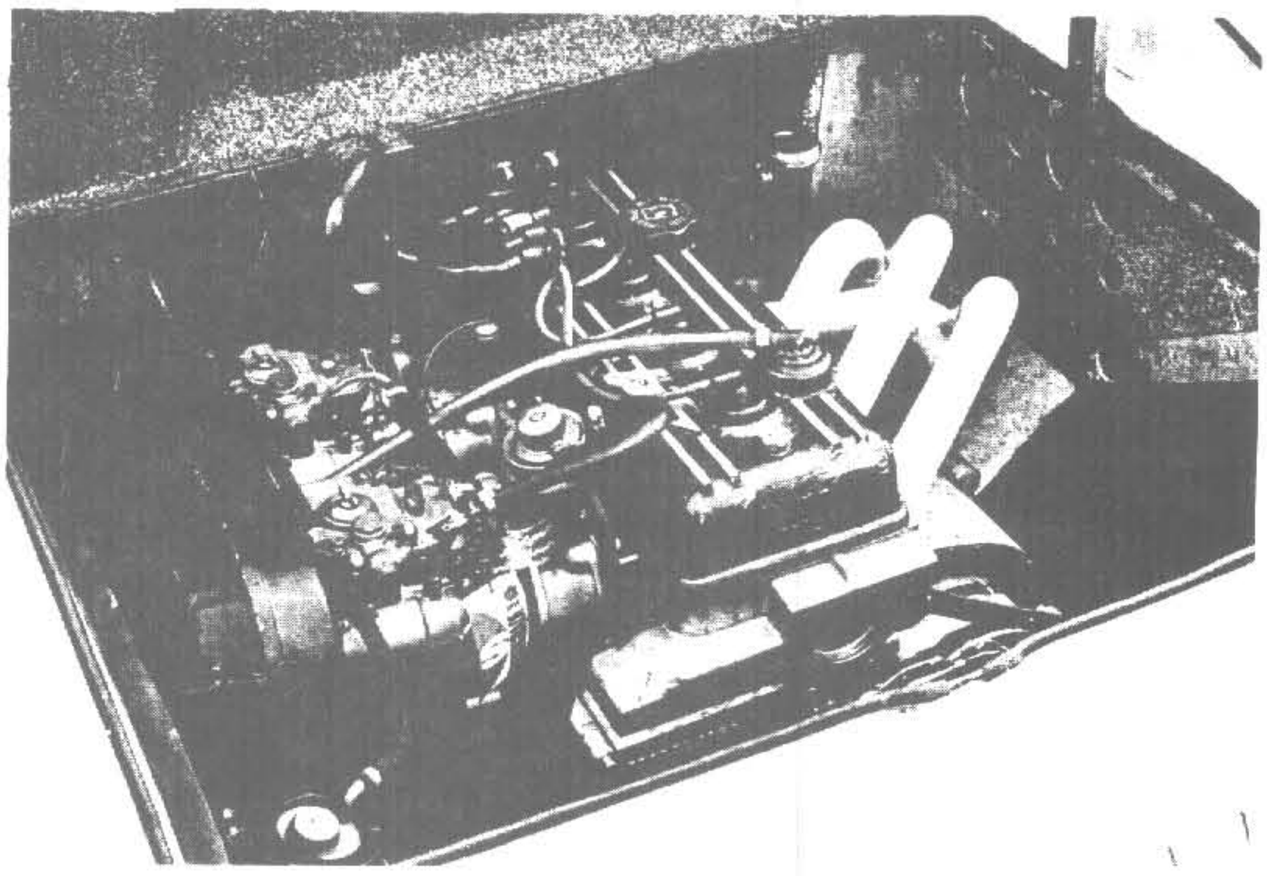
Equipment: 12-volt lighting and starting; speedometer; rev counter; oil pressure, oil temperature, water temperature, and fuel gauges; voltmeter; heating, demisting, and ventilation system with electrically-heated windscreen; 2-speed windscreen wipers and washers; flashing direction indicators with hazard warning; electrically-raised windows; reversing lights; cigar lighter. Extra: Radio and stereo tape player.

Dimensions: Wheelbase 7 ft 5.4 in; track 4 ft 7.1 in; overall length 13 ft 8 in; width 5 ft 4.6 in; weight 17.5 cwt.

Performance: Maximum speed 131 mph, speeds in gears —fourth 117 mph, third 87 mph, second 60 mph, first 38 mph; acceleration—0-60 mph, 8.1 s, 0-100 mph 24.2 s.

Fuel consumption: 20 to 27 mpg.

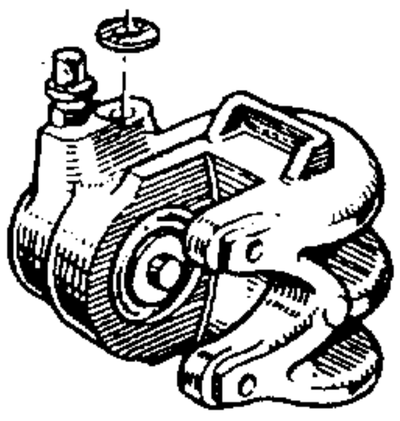
Rumour has it that a Renault-Peugeot V6 engine will eventually be available, but the car goes well with 1605 cc.



A310 Article kindly supplied by Stefan Mucha, and reproduced by permission from Autosport.

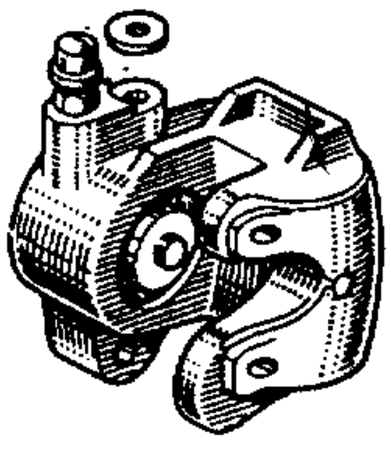
BRAKE CALIPERS.

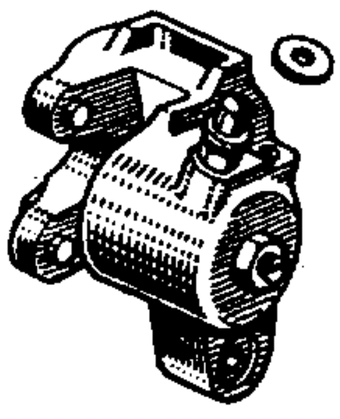
CORRESPONDING ALPINE PART No - TO - BENDIX PART No.



BENDIX REF : L 669030 CORRESPONDS TO ALPINE REF : 08 70 509 000.
Front right caliper 38mm dia.

BENDIX REF : L 669031 CORRESPONDS TO ALPINE REF : 08 70 509 100.
Front right caliper 38 mm dia.





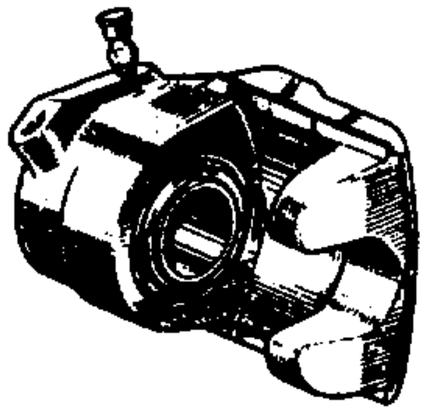
BENDIX REF : L 669032 CORRESPONDS TO ALPINE REF : 08 70 509 200.
Rear left caliper 32 mm dia.

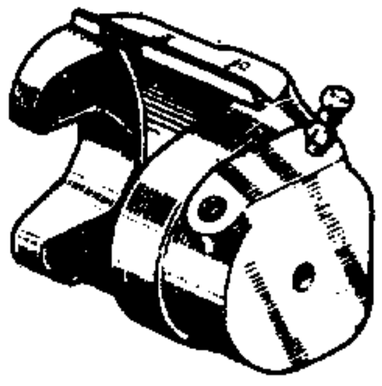
BENDIX REF : L 669033 CORRESPONDS TO ALPINE REF : 08 70 509 300.
Rear right caliper 32 mm dia.

The above calipers are used on the following Alpine models :-
A110 1100 VA - VB, 1300 VA - VB - VC, 1600 VB - VC.

These calipers are also used on the following cars :-

Matra Jet V - VS 1965 to 1966.
Dauphine R1094 from Sept 63 to end of production.
Dauphine Gordini R1095 Sept 63 to end of production.
Caravelle S, Floride R1131 until 10/63.
Caravelle R1133 until 7/68.
R8 1130 No 285525 to 12/68.
R8 Major R1132.
R8 S R1136 from 10/68 to the end of production.
R8 Gordini R1134 , R1135 .
R10 R1190 , R1192.





BENDIX REF : L 669046 CORRESPONDS TO ALPINE REF : 77 01 001 695.
Front left caliper 48 mm dia.

BENDIX REF : L 669047 CORRESPONDS TO ALPINE REF : 77 01 001 694.
Front right caliper 48 mm dia.

The above calipers were only used on the A110-1600 VB with competition option.

They were also found on the following cars :-

R 16TS R1150 from No 375704 to end of series.
R 16TS R1151 No 1 to 154142.
R 16 R1152 No 1 to 10121.

These calipers are no longer available at Alpine - they are manufactured by Bendix and are available until stocks run out

The above calipers can be replaced with :-

BENDIX REF : L 669015 CORRESPONDS TO ALPINE REF : 77 01 012 569.
Front left caliper 48mm dia.

BENDIX REF : L 669106 CORRESPONDS TO ALPINE REF : 77 01 012 570.
Front right caliper 48mm dia.

When these are used the cast caliper holder should be used instead of the pressed out steel one.
Part No for cast caliper holder 77 01 010 123 (X2)

The above calipers marked are used on the following Alpine models.

A110 1600 VB (COMPETITION OPTION) with cast back plate.
A110 1600 VC (COMPETITION OPTION) from No 16055 to end of series.
A110 1600 VD + VH.
A310 1600 VE from No 910 to end of series.
A310 1600 VF + VG

These calipers were also fitted on the following cars:-
R16TS R1151 No 154143 to end of series.

BENDIX REF : L 669097 FRONT LEFT CALIPER 54mm DIA.

BENDIX REF : L 669098 FRONT RIGHT CALIPER 54mm DIA.

These calipers are used on the Alpine A310 1600 VE No 1 to 909.

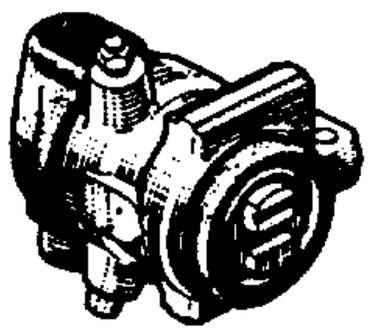
These calipers were also fitted on the following cars:-
R12 Gordini R1173 from 10/70 to end of series.
R15TS R1032 until 10/73.
R17TL R1312 from 10/71 to 10/73.
R17TS R1313 from 10/71 to 10/73.

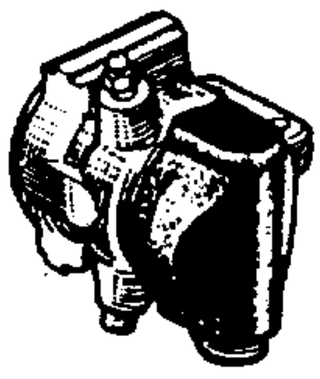
These calipers were intended for use on A310 1600 VE models from No No 1 to 909. They are no longer manufactured, but are available until stocks run out. They have now been replaced by a new caliper that is identical to the old one but has a new reference No :-

BENDIX REF No : L 669207 CORRESPONDS TO ALPINE REF :- 77 00 101 0265.
Front left caliper 54mm dia.

BENDIX REF No : L 669208 CORRESPONDS TO ALPINE REF :- 77 00 101 0266.
Front right caliper 54mm dia.

These calipers are also found on the following cars :-
Fiat Ritmo 125TC from 07/81 to end of series.
R5 Alpine "Coupe" from 77 to end of series.
R15TS R1302.
R17 all types.
R12 Gordini.





BENDIX REF : L 669107 CORRESPONDS TO ALPINE REF : 60 00 001 440.
Rear left caliper 45mm dia.

BENDIX REF : L 669108 CORRESPONDS TO ALPINE REF : 60 00 001 441.
Rear right caliper 45mm dia.

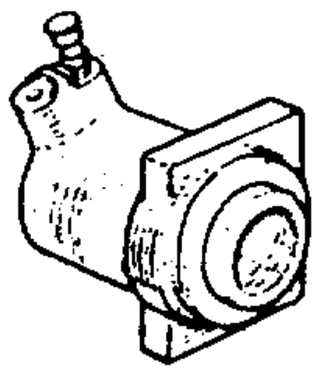
The above calipers were fitted on the following Alpine models :-

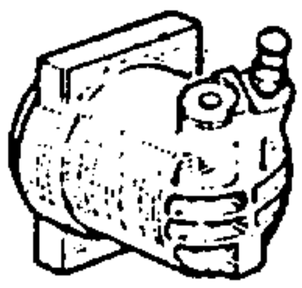
A110 1600 VB (COMPETITION).
A110 1600 VC (COMPETITION) from No 16055 to end of series.

For vehicles fitted with wishbones at the rear the ref No for the left hand caliper becomes the ref No for the right hand caliper and vice versa.

A110 1600 VD - VH.
A110 1600 VE - VF - VG.
A310 V6 2700 VA No 1 to 47708.

These calipers were also found on the following cars:-
Talbot Matra M550 S Bagheera from 8/75 to end of series.





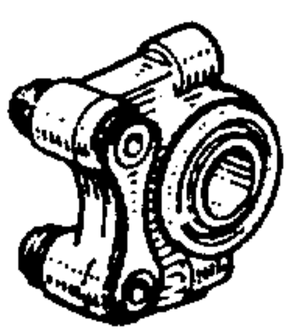
BENDIX REF : L 669137 CORRESPONDS TO ALPINE REF : 60 00 004 731.
Front left caliper 48 MM dia.

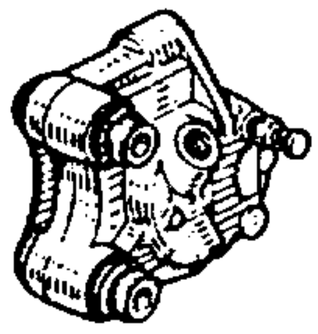
BENDIX REF : L 669138 CORRESPONDS TO ALPINE REF : 60 00 004 730.
Front right caliper 48 mm dia.

The above calipers are used on the following Alpine models :-
A310 V6 2700 VA from No 1 to 47708.

These calipers are also found on the following cars :-

Citron LN 602cm3 from 10/76 to 7/79.
Citron LN "Enterprise" from 10/76 to 7/79
Peugeot 104 GL, GR, ZA, ZL, from 7/75 to 7/77
(single and dual circuit)
Peugeot 304 Saloon + Estate from 7/77 to end of series
(single circuit brakes)





BENDIX REF : L 669191 CORRESPONDS TO ALPINE REF : 60 00 061 024.
Front left caliper 54 mm dia.

BENDIX REF : L 669192 CORRESPONDS TO ALPINE REF : 60 00 061 025.
Front right caliper 54 mm dia.

The calipers are the same ref No for the front as for the rear except the nearside front becomes the rear offside and vicar versa.

The above calipers are used on the following Alpine models :-

A310 V6 2700 VA from No 47709 to end of series.

A310 V6 GT 2700 VAA from No 1 to end of series.

These calipers are also found on the following cars :-

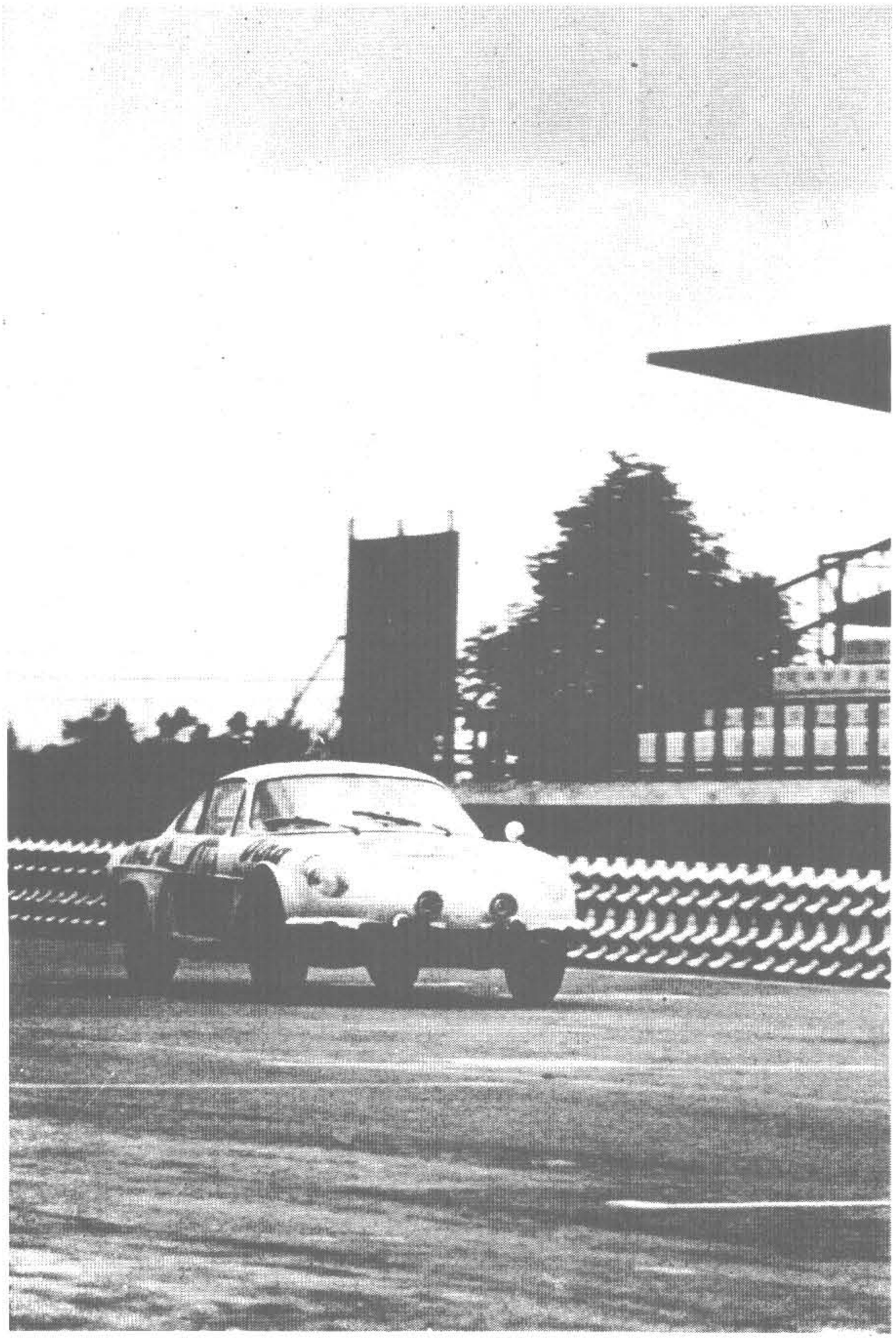
R5 Turbo R8220 from 6/80 to end of series.

RECCOMMENDED RETAIL PRICES.

Bendix ref	L 669030	Alpine ref	08 70 509 000.	£82.00
	L 669031		08 70 509 100.	£82.00
	L 669032		08 70 509 200.	£130.50
	L 669033		08 70 509 300.	£130.50
	L 669046		77 01 001 695.	£ NLA
	L 669047		77 01 001 694.	£ NLA
	L 669015		77 01 012 569.	£ NLA
	L 669106		77 01 012 570.	£80.91
	L 669207		77 00 101 0265.	£66.57
	L 669208		77 00 101 0266.	£66.57
	L 669107		60 00 001 440.	£155.50
	L 669108		60 00 001 441.	£155.50
	L 669137		60 00 004 731.	£61.33
	L 669138		60 00 004 730.	£61.33
	L 669191		60 00 061 024.	£ NLA
	L 669192		60 00 061 025.	£ NLA

All prices subject to 15 % VAT.

Denis HU A.S.A.N. Secretary/Treasurer.



¡EL CALIENTE!

MEXICO'S DINALPIN

While many automobiles are produced in Mexico The Renault-engined 'Dinalpin' is The Hot One!

Text & Photos: Jean Calvin

DRIVER'S REPORT:

OUR LATIN NEIGHBORS ARE WELL-KNOWN FOR THEIR SPORTING DRIVING HABITS ON THE STREETS AND HIGHWAYS, but we seldom think of Mexico as a manufacturer of automobiles. Several American, European, and Japanese companies have extensive manufacturing plants in Mexico, but the products are, for the most part, bread and butter sedans, and the Mexican enthusiast is hard put to find a sporting machine.

In the heart of Mexico' City's industrial district is a small, Italianesque factory producing Mexico's only home-grown sports car, at the rate of one unit per day. The 'Dinalpin' is modeled from the French 'Alpine', and uses the Renault R-8 drive train components, brakes, and wheels, in a rear-engine configuration. The glass fiber body is molded with steel reinforcements across the window frames, forming a built-in roll cage, and individual assembly provides a finished product of high-quality fit, with hand-rubbed paint to complete the luxury aspect.

The wind-cheating body lines are somewhat reminiscent of the Porsche, with Cibie headlights recessed under transparent plastic in the European fashion. The doors open wide, but graceful entry is a bit tricky due to the 46-inch overall height and the reclining, GT-type bucket seats. Once inside, the cockpit is spacious enough for a six-footer, with plenty of fore-and-aft adjustments on the seats and seat backs. The large round tachometer and speedometer are well-positioned on the dash, with a gas gauge, water temperature gauge, odometer, trip-meter, and the usual warning lights incorporated within these instruments. An alloy three-spoke wood-rimmed steering wheel completes the sporting flavor of the cockpit. Space behind the seats has wall to wall carpeting under the large Plexiglass rear window, and small bags can be stowed there easily, or a second spare tire easily fits into this space. Normally the spare sits just in front of the eight-gallon gas tank in the forward compartment leaving a minimal luggage space in the trunk.

Our test unit was powered by the 1100-cc Renault engine, with 9.1 to 1 compression ratio and a dual-throat

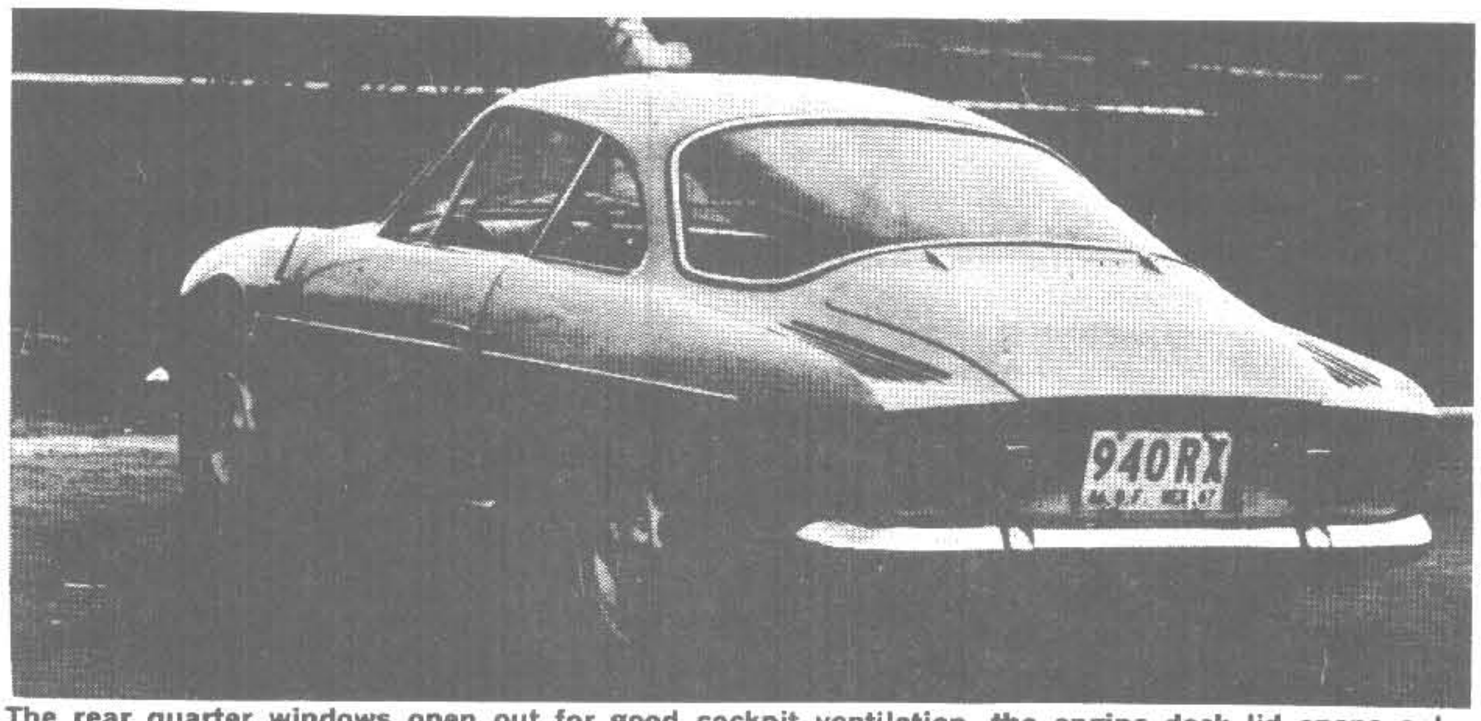
Solex, resting on an 81-inch wheelbase tubular frame. Four-wheel disc brakes, of French origin, and fully independent suspension give the Dina no-fade stopping power with ride and handling characteristics to match. Curb weight on the Berlinette coupe is 1360 pounds, and the car is also available in convertible and two-plus-two body styles.

We put several hundred miles on the test car and found the ride firm, but very pleasant, with little fatigue occurring even on the demanding roads through the mountains around Mexico City. Quick steering and slight de-camber on the rear wheels give the car a very light but positive feel, and with near neutral handling it has none of the twitchiness common to most rear-engined cars. The center-mounted gear shift has a very short throw, and the standard gears allow good acceleration for the frantic in-town driving, plus a steady cruising speed of 85-plus on the open road at well below the 5500 rpm red-line.

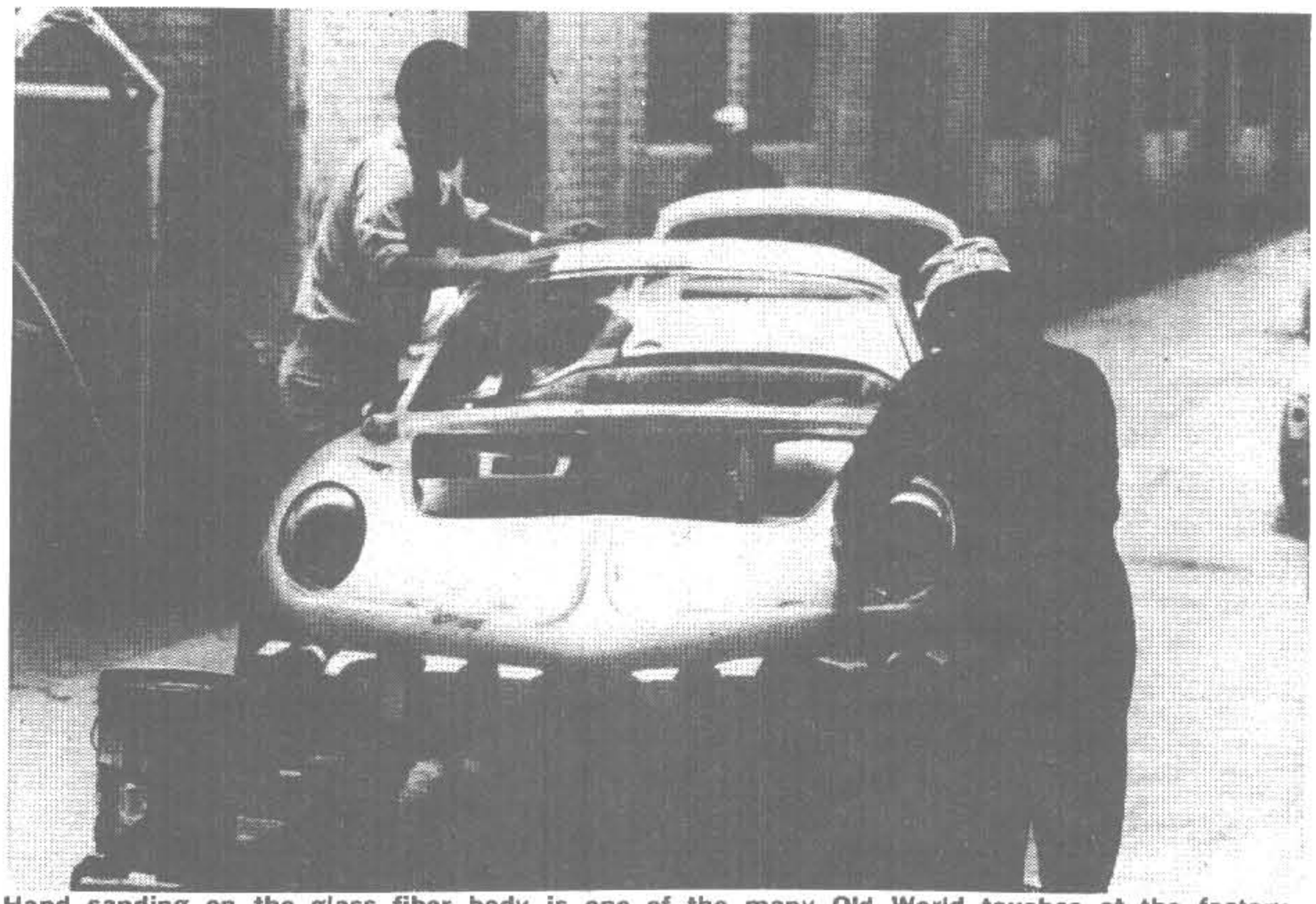
The Dinalpin Company is an offshoot of the Diesel Nacional, S.A., whose major products are trucks and buses. The Dina people are heavily involved in motor sport in Mexico and sponsor several 'hopped-up' versions of the coupe in racing and high speed rallies. We had the opportunity to drive one of the competition cars on the Grand Prix course in Mexico City, and found it equipped with a different head and cam, and a 40 DCOE Weber carburetor. Due to rainy weather we were unable to obtain any valid performance figures on the car, but did manage 110 mph on the pit straight with two people up, rally gears, and Michelin 5.50 x 15 tires. Even so, the car stuck well through the tight turns, displaying good lateral stability and cornering power, once one became accustomed to the really quick, almost go-kart-like steering.

The company plans for the future include supplying the car with a full-house Gordini engine, but at present Mexican government regulations prevent the importation of the necessary hardware. Priced at around $3500, the Dina is not manufactured for export at this time, so if you would like to try one, you will have to go to Mexico City. And that is not a bad idea in itself!

The Dinalpin's clean and efficient styling closely follows the body design of the French Alpine. The rubber padded bumper guards are a must for motoring and parking in Mexico's capital.



The rear quarter windows open out for good cockpit ventilation, the engine deck lid opens only with a key, and the large plexiglass rear window completes the all around excellent visibility.


Hand sanding on the glass fiber body is one of the many Old World touches at the factory. The finished product has several coats of hand rubbed paint, available in a variety of colors.

DONINGTON SOCIAL EVENT.

The first social event of the year took place at Donington Circuit and was organised by one of the younger members of the Club, Dean Price. His package included meeting at the circuit, a visit to the Grand Prix Car Museum, a meal at the "Horse and Groom" and an informal concours and raffle.

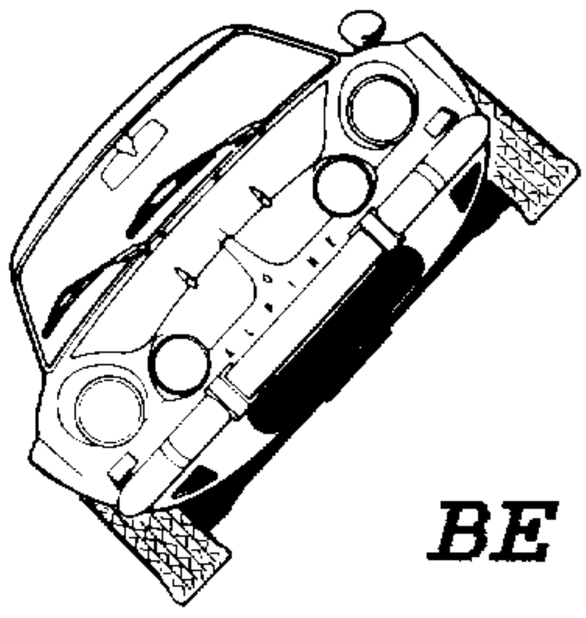
I seem to remember steping out of a nice warm A310 after a disgustingly early start, into an arctic wind in the Donington car park with about a dozen or so other early arrivals.A mug of coffee at the restaurant brought a respite from the cold and then a walk around the museum for an hour or so viewing the fabulous collection of Formula One cars. The hope that the weather outside might have warmed up a bit proved to be "idle speculation", and in the end there were over twenty cars assembled.

Just after midday a rather subdued "Rally Touristique" led us to the "Horse and Groom" where the cars were released into a paddock and we went inside for our oats and hay. Whilst we were in the warm, Steve Saunders of Renault Birmingham and some of the Committee members judged the cars in the informal concours. After the meal, Mike Hayton showed some of his Alpine video's and shortly after the prises were presented. The best GTA was owned by S.Walsh, best A310, R.Rabbets; best A110, P.Madden and best 5 Turbo, S.Tolwajr. N.Wadham had travelled the furthest distance to the event in his superb A110 1300 S; followed by R.Gibson in his V85.

Dean had organised an excellent event and was helped by Laban, Margaret, Lorraine and June and our thanks go to all of them.

Contributed by :- C.Rabbets.

5 Turbos at rest in the Paddock at "The Horse and Groom".



THE ONLY INTERNATIONAL CLASSIC ALPINE MEETING TO BE HELD OUTSIDE OF FRANCE IN 1990.

THE EVENT, SPONSORED BY RENAULT U.K. AND ROADSPEED IS CENTRED AROUND THE PICTURESQUE TOWN OF STOURPORT-ON-SEVERN, AND PROMISES TO SEE THE U.K LARGEST EVER GATHERING OF "ALPINE MODEL'S".

FOREIGN PARTICIPATION IS EXPECTED FROM FRANCE, GERMANY, SWITZERLAND, JAPAN AND THE U.S.A.

MAKE A WEEKEND OF IT !!

We have an all in inclusive package for £80.00 for car and driver, or £120.00 including driver and passenger. Which gives you admission and participation in the weekend's festivities to include :-

Saturday.	***Sunday.***
Lunch.	*Breakfast.*
Scenic route.	*Scenic route to Halfpenny green Airfield.*
Gymkhana.	*Demonstrations + Autotests.*
Evening Reception + disco.	*Mid-day lunch + Afternoon tea.*
Hotel Accommodation.	*Concours'de Elegance.*

In addition to the above there will be an "Alpine Autojumble" Video show and various regalia stall's selling club merchandise.

For members who cannot devote time for the whole weekend a Sunday only package is available for driver / passenger @ £30.00 or driver only @ £20.00
Remember which ever package you chose you will receive a commemorative plaque for your car.

"IF YOU HAVE NOT YET ENTERED PHONE MIKE HAYTON NOW ON :- 029 93 5167.

CLUB ALPINE RENAULT

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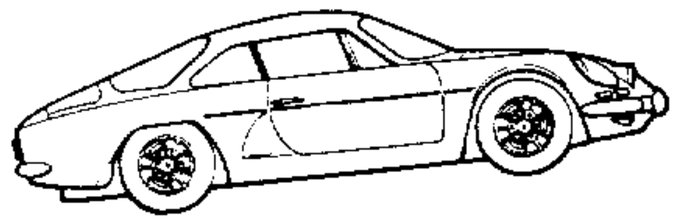


THE ALPINE A110 REGISTER

22 Besbury Park, Minchinhampton, Stroud, Glos. GL6 9EN Tel 0453-882065/750864

Dear A110 Owner

The Registrars of the Club have decided on the format of the Identity Forms and Logbook for members vehicles. It is loosely based on the H.S.C.C registration document and it is hoped that all members will complete the forms and return one of the two copies to their registrars, the other being retained by themselves. The purpose is to have some authentic documentation about the vehicles which can be added to as time goes on; which will be a record and a source of information and will help with eligibility problems should they arise. The forms are quite detailed and it is in the members interests to provide as much information as possible. Together with other documentation such as service history they will help to consolidate the value of the vehicle to which they relate. The Identity Form and Logbooks will be sent out soon !.

There was an excellent representation of the Club's vehicles at the recent Renault Raceday at Donington which included five A110's. The standard of presentation was very high. It's a pity our President walked past the line up of 15 vehicles without, apparently, a sideways glance !

I am looking forward to the best ever gathering of A110's at "England 90" at the end of June. Is it too much to hope that we can assemble more than were at the Inaugural meeting at Swindon ?.

The H.S.C.C have asked us to provide a display of A110's at their meeting at Donington on 20th,21st and 22nd of July. Unfortunately we will have to buy tickets but they will be valid for three days and it is possible to camp or caravan inside the circuit for the weekend. We will have a display area inside "Redgate" and will be able to parade the cars for a couple of laps on Sunday . I will send out details in the near future.

The event of the year (apart from England 90), must be the one in October organised by the Club Alpine Renault Corse. It takes place between 4th and 7th of October on Corsica and from the report in Mille Miles No 20,seems to be an organised road race around the Island. The event costs 3,200 Francs which includes, (I hope !) the ferry from Marseilles to Ajaccio. I've requested regulations and it could be the first serious event for my A110 V85 1800.

Chris Rabbets.

Chr. Rabbets

monte -- carlo or bust !!! .

The term "Monte Carlo" is generally used by all Alpine drivers to denote the 364 type gearbox, also referred to as "big Box" (especially in small ads in car magazines) . Unfortunately for them, owners of the "Monte - Carlo" box are few and far between.

These rare parts were in fact only fitted to "Works" Cars and to cars used in competition by well heeled customers.

Let us first look at how the "Monte Carlo" box came about: The 353 - type gearbox usually fitted to A110'S, originally came from the R8G, this box was found to be too fragile for competition use with frequent breakages of crownwheels, pinions and planet wheels.

This lead the factory to develop a gearbox in which the above mentioned parts had been strengthened : This was the 364 - type gearbox with identical gears to the 353 - type box (normal or close-ratio gears).

It was soon found that in competition use (especially doing the Monte Carlo rally where the numerous hairpin bends required numerous and often brutal selection of 1st gear together with frequent use of the first 3 gears) the differential no longer broke but the gears did.

A special set of gears were therefore developed in which the first 3 gears were strengthened and had longer teeth, this gear set was christened "Monte Carlo" . This was therefore a 364 - type box that had been modified, and it could be purchased new (ref 77 01 507 158 but the parts manager at the factory assured me that he had'nt sold a single new "Monte Carlo" box) complete or in kit form.

What are the characteristics of this gearbox ?

1.

From the outside, they are identical to the 364 - type boxes, but are identified from the ordinary 364 type by the reference numbers "M.C.3" or "M.C.6" stamped on the left casing: MC3 = 364 - 03 with low final drive ratio 9 x 32. MC6 = 364 - 06 with standard final drive ratio 8 x 27.

2.

The gears are specific :

a. Primary shaft containing 1st,2nd and 3rd gears, with lengthened reinforced square teeth.

1st = 14 teeth (instead of 13 on the 364)
2nd = 17 teeth (---------- 19 ----------)
3rd = 22 teeth (---------- 23 ----------)

b. 1st, 2nd and 3rd gears with lengthened reenforced square teeth :

1st = 43 teeth (instead of 47 on the 364)
2nd = 38 teeth (---------- 45 ----------)
3rd = 37 teeth (---------- 39 ----------)

c. 4th, 5th and reverse gears have the same No of teeth as in the normal 364 - type box but are nethertheless different.

3.

here is a comparison table of the respective ratios :-

	MONTE CARLO.	364 STANDARD.
1st	14 x 43 = 3.07	13 x 47 = 3.61
2nd	17 x 38 = 2.23	19 x 45 = 2.36
3rd	22 x 37 = 1.68	23 x 39 = 1.69
4th	27 x 35 = 1.29	27 x 35 = 1.29
5th	31 x 32 = 1.03	31 x 32 = 1.03

What do you notice ? ..... That these gear ratios are the same as those used in the R12 Gordini " Rally " type gearbox ! The factory made use of the above mentioned gears , and thus the 1st, 3rd, 4th and 5th gears and the 3rd and 4th gear synchro hubs are the same as those used for the R12G "Rally" type box manufactured by Alpine together with the primary shaft.

It was easy to transform a 365 - type box into a true "Montie Carlo" box but expensive, with each gear costing more than £100 and the primary shaft costing £200 , unfortunately most of the necessary parts are now unobtainable.

It should be noted that 3rd, 4th and 5th gears, and synchro hubs for 3rd and 4th were used by Renault sport in 1978, and fitted to works 5 Alpine's (group 2).

I do hope you find this information useful, if any of you wish to add to the above please let me know so that everyone may benefit.

Gear Part No's Monte Carlo (364)	
Primary Shaft	60 00 003 861
1st Gear	77 00 558 334
2nd Gear	60 00 003 862
3rd Gear	77 00 558 330
4th Gear	77 00 558 331
5th Gear	77 00 558 332
5th Gear primary shaft	60 00 003 863
Reverse gear	77 00 507 782
5th Gear bearing	77 00 523 136
Inner bearing cage	77 00 523 223
1st Gear synchro ring	04 28 406 100
2nd Gear synchro ring	04 28 406 300
3rd,4th,5th, synchro ring	77 00 521 444
Washer	77 00 521 224
Washer	77 00 524 681
Synchro Hub 1st,2nd	60 00 003 695
Synchro hub 3rd,4th	77 01 455 860
Synchro Hub 5th	77 00 523 976
Synchro Hub sleeve modified	09 80 783 300
Crownwheel + pinion	77 01 453 458
Hewland L.S.D. 9x34	60 00 001 676

R12 Gordini.

Necessary parts to transform R12 box to Rally specification for box types 365-00/02/03/04

1st Gear	77 00 558 334
2nd Gear	77 00 558 630
3rd Gear	77 00 558 330
4th Gear	77 00 558 331
5th Gear	77 00 558 332
5th Gear prim	77 00 558 329
1st,2nd synchro hub sleeve	77 00 558 629
Primary Shaft	77 00 558 355

In addition to the above various final drive ratios + L.S.D's

Taken from Mille Miles No 4
Francois Gasparox (CABACO)

ALPINES INVITED TO INTERNATIONAL HISTORIC RACING FESTIVAL.

THE PLACE. = DONINGTON PARK.

THE DATE. = SUNDAY JULY 22ND.

TED WALKER HAS ARRANGED FOR AN ALPINE DISPLAY AND PARADE AT THE HISTORIC SPORTS CAR CLUBS INTERNATIONAL RACING WEEKEND AT DONINGTON PARK.

THE RACE MEETING WILL SEE A SUPERB RANGE OF HISTORIC RACING CARS BEING USED IN ANGER, EVERYTHING FROM THE LOTUS CORTINA'S, ABARTH'S AND ALFA'S TAKING PART IN THE "INTERNATIONAL SALOON CAR RACE",
THE "INTERNATIONAL SUPERSPORTS RACE" REVIVES MEMORIES OF THE 700HP CAN-AM RACING OF THE LATE 60'S, WHILST THE HISTORIC FORMULA ONE GRID WILL CONTAIN FAMILIAR NAMES SUCH AS WILLIAMS, LOTUS, ARROWS, MARCH AND McLAREN.

OTHER EVENTS IN THE 12 RACE PROGRAMME ARE FOR A VARIETY OF HISTORIC CATEGORIES ALL OF WHICH WILL PROVIDE A SUPERB DAY OUT FOR THE FAMILY.

C.A.R. MEMBERS WILL HAVE THE EXCLUSIVE OPPORTUNITY TO WALK AROUND THE PADDOCK AND EXAMINE THE CARS AT CLOSE QUARTERS. ALLIED TO THIS A DEDICATED DISPLAY AREA HAS BEEN SET ASIDE FOR ALL CLUB CARS. DURING THE DAY THERE WILL BE THE OPPORTUNITY TO TAKE PART IN A PARADE ON THE FULL GRAND PRIX CIRCUIT.

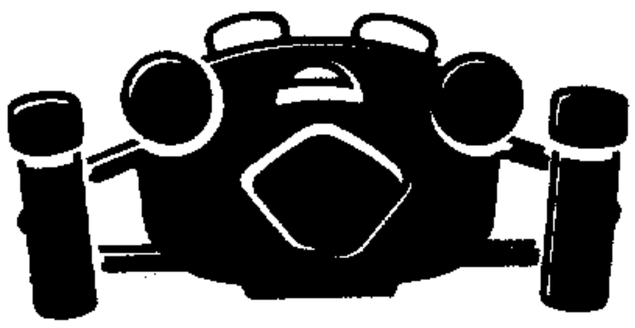
PARTICIPATION IN THIS EVENT WILL COST £15.00 PER CAR, TO INCLUDE TWO PADDOCK PASSES AND A COMMEMORATIVE PROGRAMME.

PLEASE WRITE TO TED WALKER :-

THE OLD BULL,
5 WOODMANCOTE,
DURSLEY. GLOS
GL11-4AF.

TEL :- 0453 543243 (EV)
0453 546254 (DAY)

PLEASE MAKE MONIES PAYABLE TO :- H.S.C.C



CAR 4

CLUB ALPINE RENAULT

Membership Application Form

Name. _____

Address. _____

_____ *Postcode.* _____

Tel Home. _____ *Business.* _____

Types of Vehicles. _____

_____

Registration Nos. _____

My interests :-

Concours D'Elegance.	[ ]	*European Events.*	[ ]
English Events.	[ ]	*Competition Events.*	[ ]
Social Events.	[ ]		

Membership Fees:-

Full Membership	*£25.00*	*per year.*
	£14.00	*1/2 year.*
Associate Membership.	*£25.00*	*per year.*
	£14.00	*1/2 year.*
Family Membership.	*£30.00*	*per year.*
	£20.00	*1/2 year.*
Overseas Residents.	*£35.00*	*per year.*

(By sterling cheque only, includes Airmail)

Would you please make cheques and postal orders payable to :-

Club Alpine Renault G.B.

*All subscriptions become due on **July 30th.** each year, 1/2 yearly membership runs from 1st Feb.*

I agree to abide by the general competition rules or the R.A.C. MOTOR SPORTS ASSOCIATION LTD. I further agree that information on this form may be kept on a computer record to be used solely for the administration of the club. I understand that said Information will not be divulged to anyone outside the club without my prior consent.

Signed. _____ *Date.* _____

Please send this form together with the relevant monies to.

Membership Secretary.

Tel 0530 37026.

Mr Laban Price.
57 Launceston Drive,
Hugglescote, Coalville,
Leicester. LE6 2HW.

COMMITTEE MEMBERS.

Chairman.	*Mike Hayton.*	*15A Church Walk, Stourport on Severn, Woucestershire. DY13 OAL. Tel 02993 5167.*
Vice Chairman.	*Alan Murphy.*	*9 Mays Lane , Avening, Nailsworth, Gloucestershire. GL8 8NX. Tel 0453 835622.*
Secretary.	*Nick Barltrop.*	*77 Idminster Road, Stratford, London. E15 1RG. Tel 081 534 4981.*
Treassurer.	*Milton Holland.*	*33 Bratch Park, Womborne, West Midlands. WV5 8DF. Tel 0902 894038.*
Membership Sec.	*Laban Price.*	*57 Launceston Drive, Hugglescote, Leicester. LE6 2HW. Tel 0530 37026.*
Magazine Editor.	*David Storey.*	*63 Chapel Lane, Ebley, Stroud, Gloucestershire. GL5 4TD. Tel 0453 762467.*
Press Officer	*Ted Walker.*	*The Old Bull, 5 Woodmancote, Dursley, Gloucestershire. GL11 4AF. Tel 0453 543243.*
Foreign Liaison.	*Ian Anderson.*	*64 Drax Avenue, West Wimbledon, London. SW20 OEY. Tel 081 946 3671.*
Competition Sec.	*Paul Sage.*	*11 Oak Avenue, Upper Norwood, London. SE19 1QY. Tel 081 670 7007.*
Social Secretary.	*Paul Leyser.*	*Westside Cottage, Satchells Hill, Holt End, Bedey, Nr Redditch, Wocestershire. B98 9BA. Tel 0527 62584.*

GENERAL COMMITTEE MEMBERS.

Dean Price.	*Tel 0530 37026.*
Glyn Armstead.	*Tel 0530 38593.*

Alpine

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CLUB ALPINE RENAULT