IN THIS ISSUE:

ENGLAND '90

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EVENTS

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TECHNICAL

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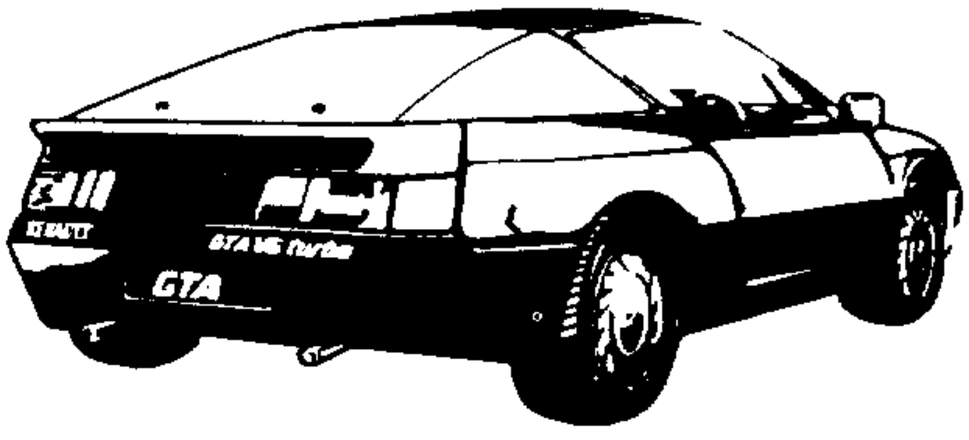

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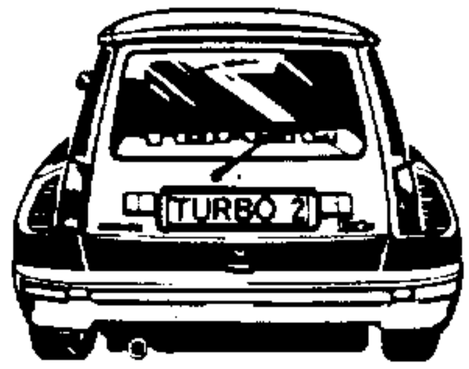

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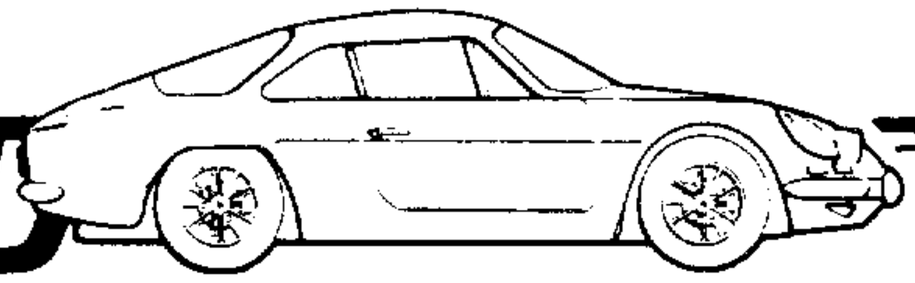

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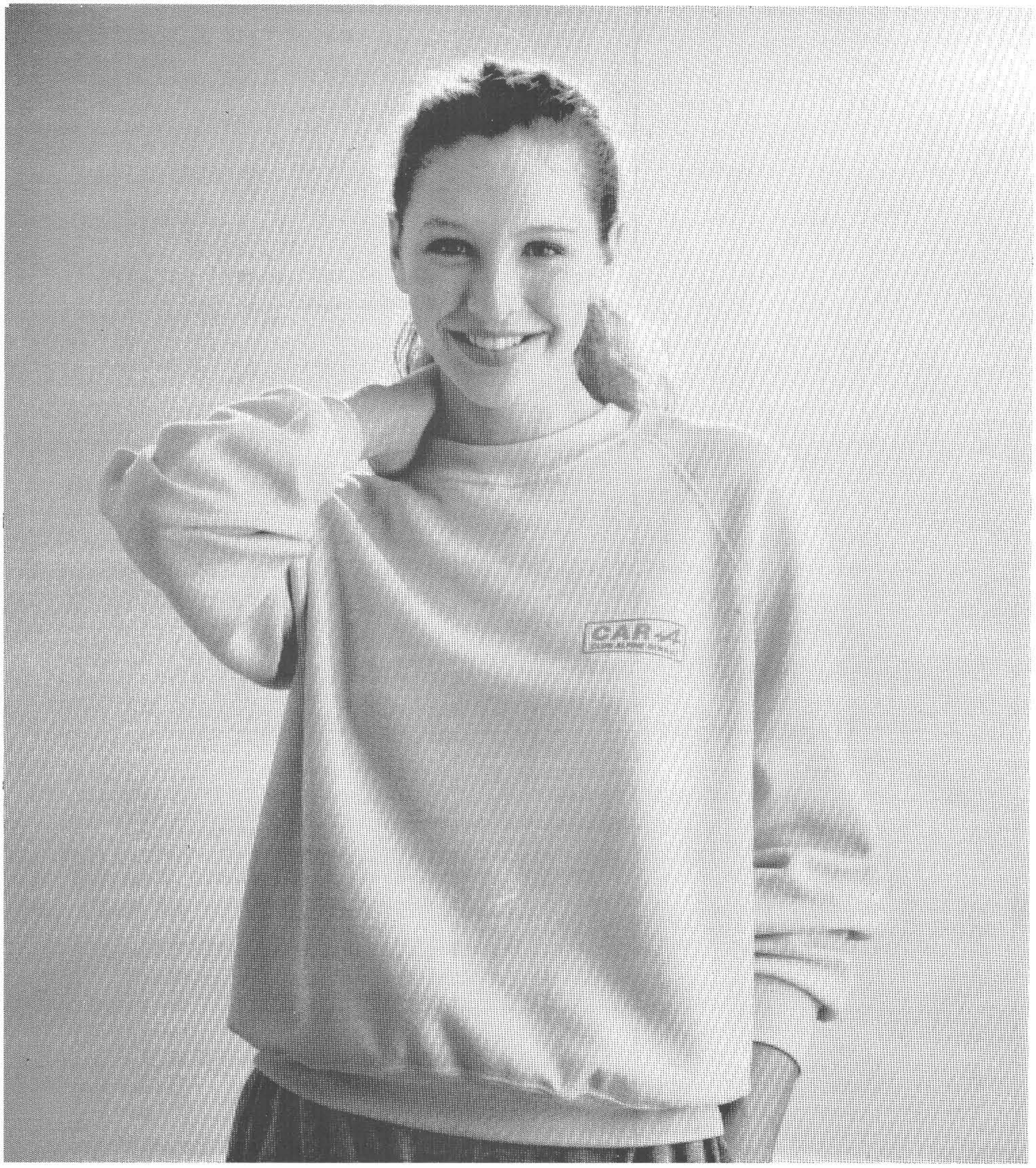
THE UK ALPINE CENTRE



NEW...

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CLUB ALPINE RENAULT SWEATSHIRT	- light blue with C.A.R. logo	£ 13.50

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Prices include postage & packing. Don't forget to state the size required - S, M, L, XL
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Mrs Diane Hayton, 15A Church Walk, Stourport on Severn, Worcestershire DY13 0AL

REPORTS: Summer 1990

CHAIRMAN

Time flies, and this our fourth magazine signals the end of the Club's first year. A year which exceeded our greatest expectations, with more than double the estimated membership.
When one takes into account the rare nature of the vehicles involved, England 90 was both disappointing and pleasing for the Club. Disappointing because the organising team expected more involvement from Club Members. Pleasing, as despite the typical 'English' weather, a total of sixty-seven cars assembled from as far away as Switzerland, Germany, France, Belgium, Luxembourg and, of course, from Great Britain.
Many thanks to Tim Jackson (Renault U.K. Ltd), Chris Rabbetts (Roadspeed), and Steve Saunders (Renault Birmingham) for their help and sponsorship. Thanks also to M. Peras from Alpine in Dieppe for his involvement and generosity.
Last of all, may I welcome the new Editor of 'Le Journal', and wish him every success in the future. I would also like to thank David Storey for all his efforts as our previous Editor.

Mike Hayton

EDITOR

Firstly, I too must thank David for his work in creating Le Journal. Now that the magazine is established, I hope that I can build on this framework and perhaps improve it still further. As with all aspects of the Club, it needs to be remembered that we are enthusiastic amateurs, rather than professional writers or editors. We all work at producing this magazine, just as we organise events and so-on, because we enjoy it. I hope that you will not only enjoy reading Le Journal, but that you will also find pleasure in contributing to it. A Club magazine must reflect the views of it's readers to be successful. The more the membership contribute, the more valid and relevant it must become. Please let me know what you expect from your magazine.

And secondly - it's alright, the lecture's over -, perhaps I should introduce myself. I write the odd article for the classic-car Press, and bits and pieces for the Renault Owners Club magazine from time to time. I also produced the R.O.C. newsletter a couple of years ago. My involvement on the their Committee led to an invitation to discuss forming C.A.R. last year: and here I am! I own a Spanish A110, which I bought earlier this year. My previous Alpine was an A310, which had I owned since 1986. I also have a pair of R8 Gordinis, and have messed about with Renault 8's and Caravelles for the past 10 years or so.

Finally, at a Committee meeting in August 1989, your Chairman presented the outline for a Club event. Eleven months of planning and organising culminated in a superb two day meeting - England 90. On Sunday July 1st, around 11pm, he sat down and relaxed for the first time in two days, and said "Well, how did it go then?". It was great! Thanks Mike.

Nick Barltrop

LE JOURNAL

The official news magazine of
Club Alpine Renault G.B.

ISSUE NUMBER 4 : AUGUST 1990

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Hector Mackenzie-Wintle
Kay & Rex Warwick
Ian Anderson

Acknowledgements: Thanks to AUTOMOBILE magazine for permission to reproduce their article from September 1987.

LE JOURNAL is published quarterly by C.A.R. Limited trading as Club Alpine Renault G.B. at 77 Idmiston Rd, Stratford, London E15 1RG

Printed by B.B.Printers, Highbury, London N5

Press date for November issue: 15th October.

All contributions are welcome. We reserve the right to reject or edit or revise material as we see fit. The act of submitting manuscripts and or materials shall be considered an express warranty that such material is original (unless stated otherwise), and in no way infringes upon the rights of others. The views or comments expressed in these pages are not necessarily those of the Editor or Committee or Directors of C.A.R. Limited or Club Alpine Renault G.B.

In Brief....

EXCLUSIVE TO CLUB MEMBERS: The ALPINE GUIDE

The review of the new Alpine Guide on page 13 is exclusive to Le Journal, and gives you the chance to purchase this exciting new book immediately. The book was published just a few weeks ago, and is up to date with details of the 1990 Alpines, including the GTA 'Le Mans'. Thanks to Hector Mackenzie-Wintle for helping us to scoop the classic-car Press!

LOTON PARK HILLCLIMB

Thanks to Paul Leyser for organising a Class for Club cars at the Loton Park hillclimb, on July 28th. Organised by Hagley and District Light Car Club and sponsored by Classic Car magazine, the event included classes for Ferrari and Jaguar as well as Alpine. Barrie Lines and Tony Gomis (in that order) were fastest in our class; Salv Sacco's Renault 8 just had the edge over Ian Ritchie's GTA for third place. David Wheeler's R8 took fith. Jon and Nick Barltrop shared Nick's R8 Gordini with Jon finishing sixth. And yes, that does mean your Editor was last! Thanks to all those who turned out to support the Club both as competitors or spectators, and spent a very enjoyable day at Loton Park.

SPECIAL OFFER ON CHANNEL CROSSINGS TO CROIX

We are pleased to announce that we have been able to secure special ferry-crossing rates for those of you who wish to travel to Croix en Ternois for the Alpine/Gordini meeting on 15th & 16th September.
Normally, a 60 Hour Return entitles you to a 50% reduction on the normal fare. You can now, however claim an additional 10% discount.

For further information contact:

Mr Brian Ashton,
Alternative Promotions,
Sport & Travel Centre,
45 Church Street,
1st Floor,
The Agora Centre,
Wolverton,
Milton Keynes MK12 5GG

Tel: 0908 222900 **Fax: 0908 222919**

While the initial appeal of the Croix meeting is the circuit itself, the weekend events which A.S.A.N. have run since 1983 are much more than just a race-track test-day. Good organisation and a variety of sporting and social activities make this a highlight for all owners and enthusiasts. We are delighted to announce that the Regie Renault will be supporting the event, for the first time. Renault will be co-organising the activities on Sunday. For this years event, the organisers have found a new location for Saturday's proceedings. Instead of the seaside at Le Touquet, we shall be fortunate enough to enjoy the facilities of Valfosse castle at Marconne-les-Hesdin, in peaceful surroundings only 12 miles from the circuit.

Saturday morning will see the arrival at Valfosse of Alpine and Gordini enthusiasts from all over Europe. For those attending their first international meeting, the sight of so many Alpines will create a lasting impression. Following the mid-day meal, the 'Touristic Rally' and other activities take us up to a welcome reception, followed by the evening dinner and dance. The dinner last year was an event to remember.... there will be plenty of black coffee at Sunday's breakfast, before we leave for the circuit in convoy.

Croix is a short twisting circuit with one main straight, which usually hosts single seater or saloon car race meetings. It seems especially suited to Alpines and Gordinis, and with plenty of room to go off should a driver become too enthusiastic, offers a good chance to discover the limits of a car and practice driving skills. Fire crews and first-aid are on hand should they be required; the day is efficiently marshalled to ensure the maximum of safety with the minimum fuss. You may use the circuit as much as you wish, or stroll around the paddock and meet other owners, perhaps buy a few spares from the Alpine truck.

At around 3pm all present may assemble on the circuit for the Tricolour Parade before the prizes are awarded, then the circuit is re-opened until the day finishes at 6pm. With either Calais or Boulogne only about 60 miles from Croix, it's quite practical to catch the evening ferry back, or else enjoy a meal and a good nights sleep before returning on Monday morning. Whatever you chose, you will be making a note to come back next year!

CROIX EN TERNOIS

...

September

15 ... 16

Thanks to the 'à la carte' formula, you may pick a programme which suits you personally, or chose the entire package at FF.1100 - roughly £110 for a car and two people. For those unused to continental travel we will arrange a meeting point close to the ports on the Saturday morning, from where we may travel in convoy. C.A.R. hopes to arrange a visit to the Alpine factory at Dieppe on Monday 17th. You may book extra nights at Valfosse if you wish. Full details are on the application form, which we have translated for you. For more information and application forms, please contact Ian Anderson.

tel. 071 946 3671 (evenings), or write to:

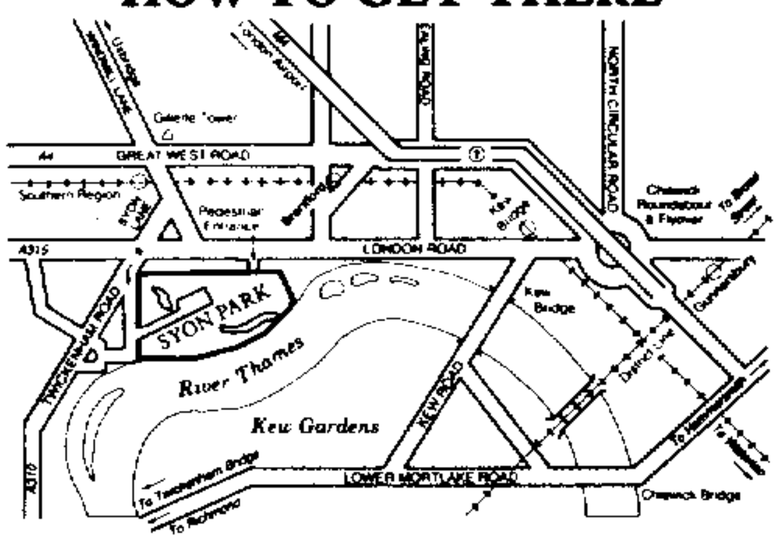
64 Drax Avenue, West Wimbledon,
London SW20 OEY.

ANNUAL GENERAL MEETING

SATURDAY SEPTEMBER 1st 1990

The first Annual General Meeting of the Club will be held on Saturday September 1st, at the National Heritage Motor Museum, Syon Park, Brentford, Middlesex. Payment of the Museum's entry fee allows access to a reserved car display area, as well as entry to the museum. There are self-service cafeteria and restaurant at Syon Park; you are welcome to picnic in the Club paddock area. Other attractions include Syon House and gardens, The London Butterfly House, Art and Garden centres, Craft and Health food shops and so on, as well as the Motor Museum itself. We may arrive at the museum from 10 am, the meeting will start at 1.30. Syon Park is easily reached from the M3, M4 and M25 Motorways and the A406 North Circular road.

HOW TO GET THERE



The pleasant surroundings will make this an enjoyable social event, as well as an important date in the Club's year. At the A.G.M., the Committee will report on the Club's activities and finances during it's first twelve months. All Club Members have the opportunity to give their opinions and comments on the Club, and help plan for the coming year. Perhaps most importantly, the new Committee for the following year must be Elected. The present Committee of course consists of the group who originally formed the Club. Now that we are established, the Membership must choose who will represent them during 1990-91. Any Club Member will be eligible to stand for Election to the Committee, this will be voted on at the meeting.

Several Committee Members do not intend to stand for re-election at the Meeting. We will therefore be pleased to hear from any Club Members who wish to stand for these positions:

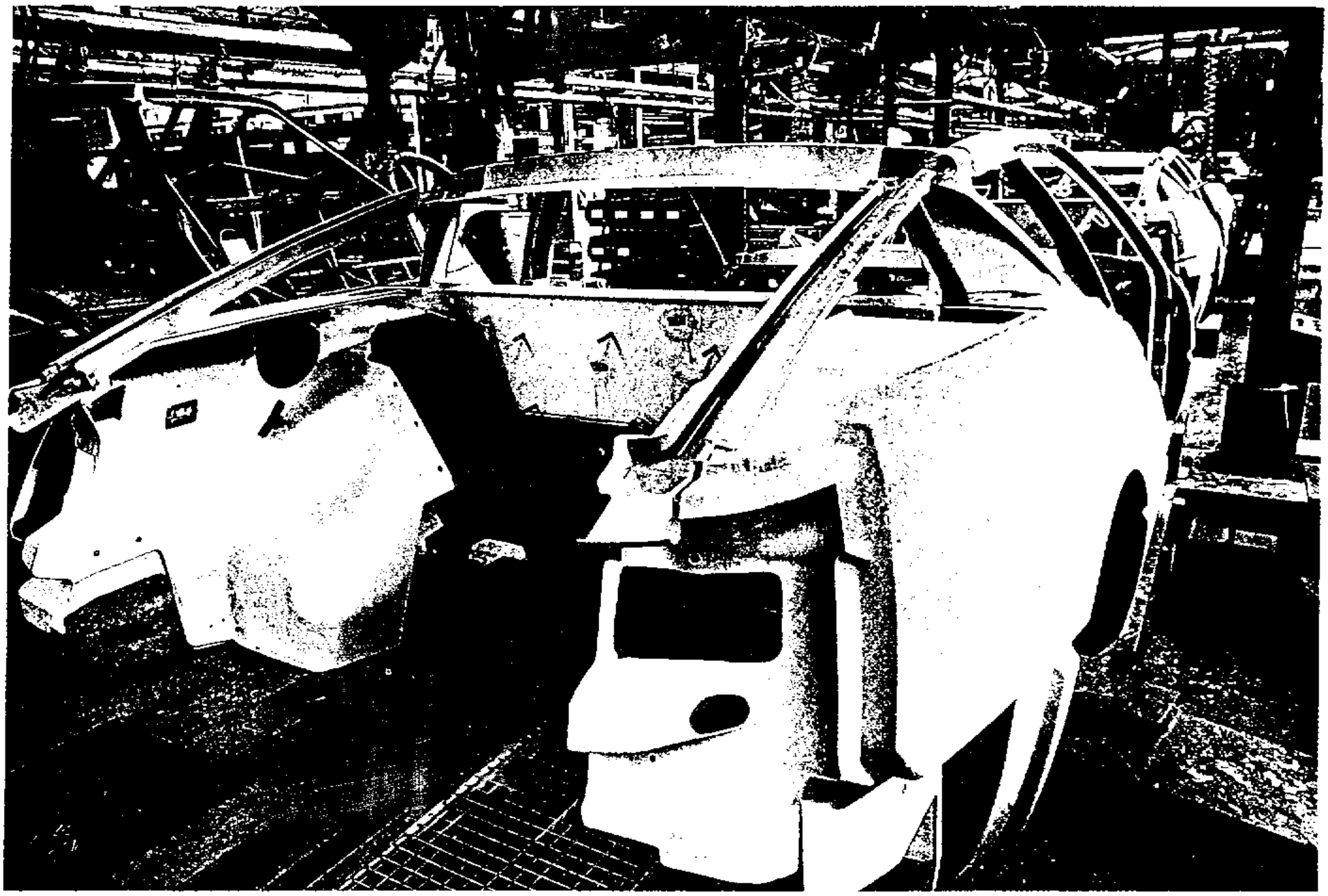
1. Vice-President 2. Secretary 3. Treasurer 4. Press Officer

There are also a number of posts for General Committee Members. We feel it is important that a wide variety of views and interests are represented on the Committee, and ask all Members to consider contributing to the organisation and management of the Club.

Nominations may be made from the floor during the meeting, but it will help us to receive your nomination in advance, in writing to:

The Secretary, Club Alpine Renault G.B., 77 Idmiston Road, Stratford, London E15 1RG.

Please make a point of attending the A.G.M., and help to plan for a successful year.



BUILDING THE ALPINE

Plastic and glue make a unique automobile.

BY KEVIN SMITH

Jacques Martin, general director of Automobiles Alpine Renault, was quite clear on the reason for manufacturing cars the way his company does: "Plastic construction saves investment." That's it; there is no weight reduction, quality control is at least as difficult as with sheet steel, and corrosion resistance is merely a happy side benefit. Given the size of the Alpine operation (500 employees total), the minuscule production volume (projecting 4500 cars in a good year), and the price limitations (even at $70,000 a car, Ferrari makes little profit), the simple and cheap molding of fiberglass-reinforced polyester was the *only* way this company could build a car.

But give credit to the engineers at this little Renault subsidiary. They have made their construction technique work, and they have created a vehicle unlike any other in the world.

Typical plastic-car practice (Corvette, Lotus) involves hanging cosmetic body panels on some form of steel structure, but the Alpine defies that tradition. When artist David Kimble returned from Dieppe after researching his cutaway illustration, his first observation was that the Alpine "is really made much like a conventional unibody car, except instead of pressed steel the panels are molded fiberglass, and instead of welded, they are glued together." Indeed, the only metal framing in the body shell is a spindly backbone—with subframes for mounting the front and rear suspension—that contributes barely twenty percent of the torsional rigidity of the chassis. Essentially, it serves as an assembly jig; the molded panels are bonded to it and to one another (using twenty pounds of a disgusting caramel-colored 3M glue) to form the real load-bearing structure.

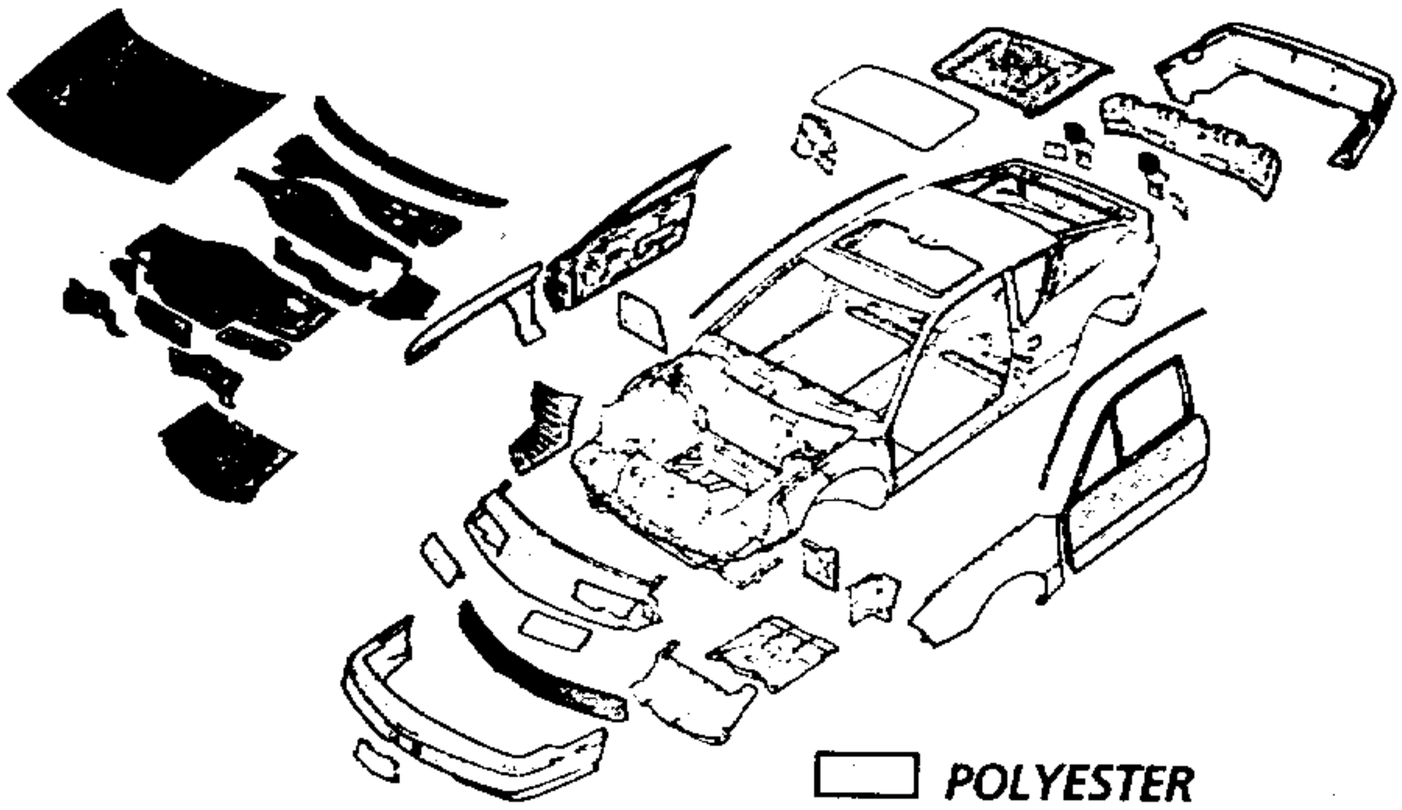
PHOTOGRAPHY BY COLIN CURWOOD

Almost all of the pieces—from complex little inner panels to whole body sides—are made right on site. A fiberglass mat is laid in the female half of a mold, the polyester resin and hardener are sprayed on, and then the male half of the mold drops down and applies mild pressure to distribute the polyester and form the part. A little heat accelerates curing.

This is where the process saves investment capital. The pressures involved are nothing like those re-

quired to stamp steel sheets into usable panels, so the tooling and the machinery can be lighter-duty and vastly cheaper.

Rough moldings are next sent along to the most fascinating mechanism in the place, the water-jet cutter. A highly dexterous, programmed robotic arm directs an invisible stream of water that escapes from a tiny ten-micron orifice under tremendous pressure. It cuts cleanly and quickly through the quarter-inch fiberglass to give parts their finished shapes. It removes mold flashing, cuts out window openings, and even drills holes (actually, it cuts little circles), all under computer guidance. Full trimming and drilling of a major panel uses only about a cup of water, which comes out steaming hot from the friction of being forced through the orifice and simply evaporates into the air of the water-jet booth. Amazing.



POLYESTER

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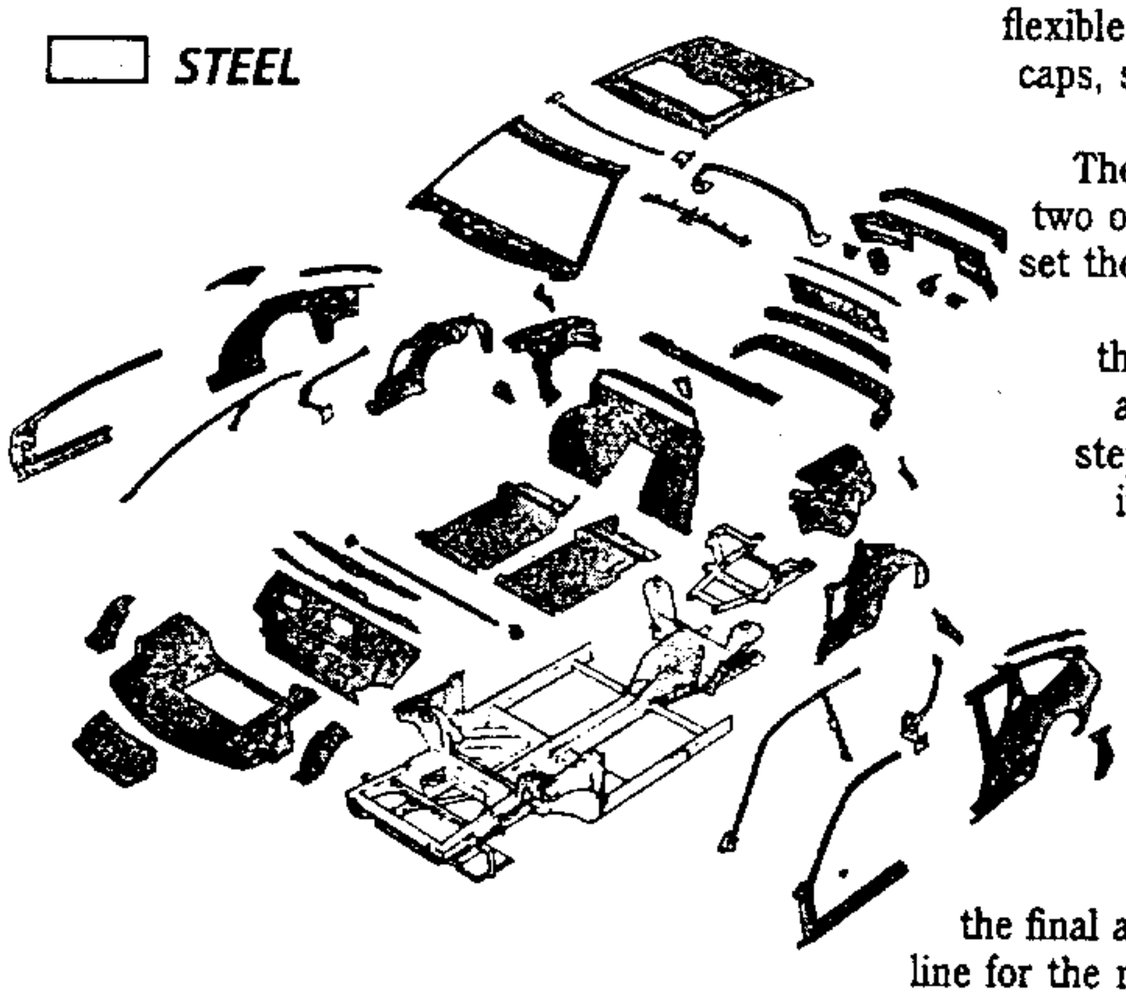


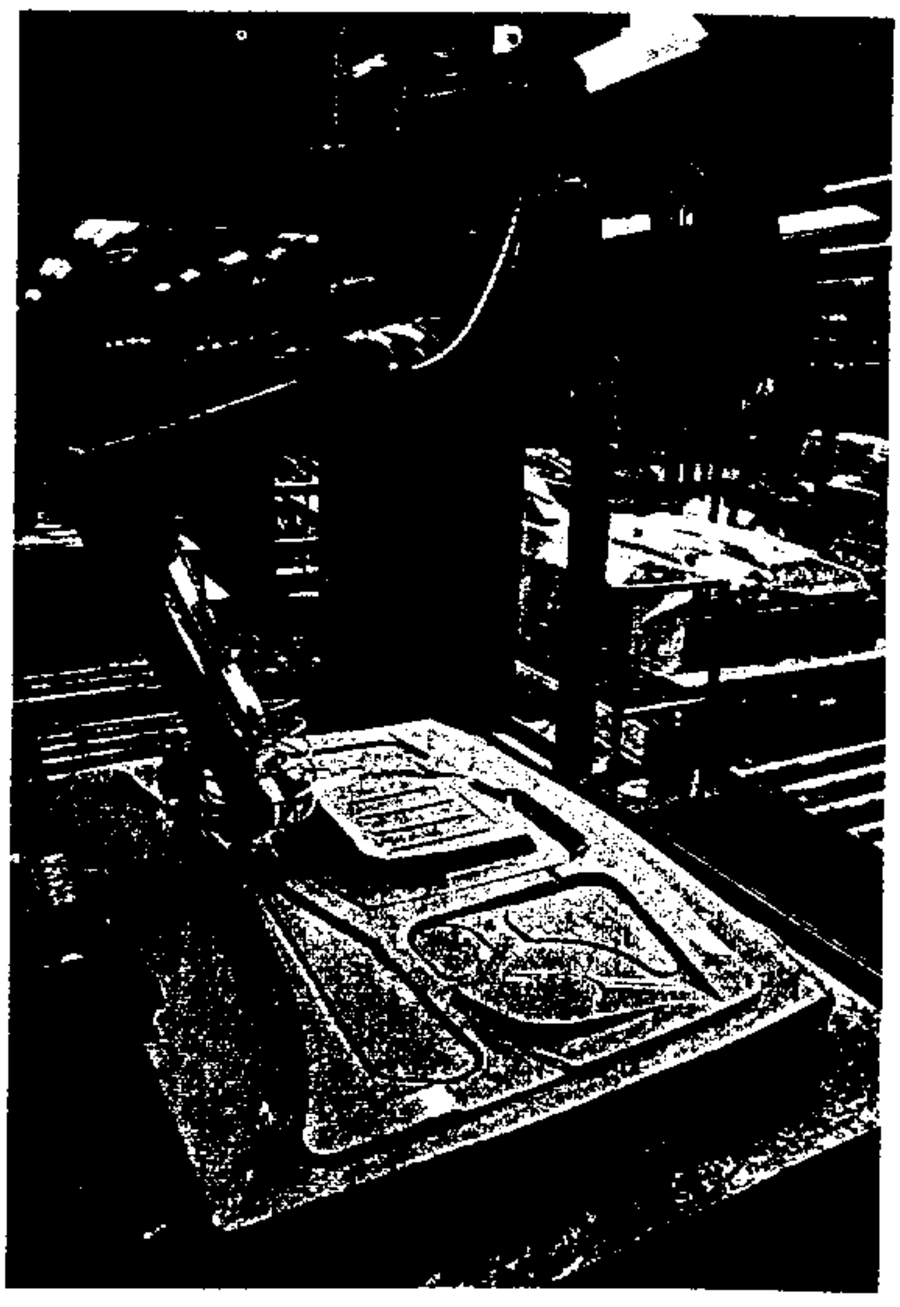
POLYESTER

STEEL

In Alpine's 380,000-square-foot facility—it's exactly like a metal-working auto factory, except it's cleaner and quieter and smells like a surfboard shop—cars take shape in much the same way you might build a plastic model of a car. The steel frames arrive from Heuliez, a Paris supplier that also builds buses, bicycles, and the Citroën BX station wagon. The backbone receives some bolt-in overhead door framing and a roll bar, and then the floor panels, the front and rear bulkheads, and the forward inner panels are glued in. Both body sides join the assembly simultaneously in a large jig, and suddenly the thing starts to look like a car. The doors and the front deck lid come along, as do the more flexible polyurethane end caps, spoilers, and front fenders.

The process involves two oven bakes, one to set the structural bonds and another after the primer and paint steps. Then it's off to the final assembly line for the mechanical systems, the interior, and all the rest. Bump steer and toe are checked and adjusted at the end of the line, and then a thorough 100-mile road test exposes any final glitches in need of attention.

Everyone involved in the Alpine project realizes that dependability, accuracy in assembly, materials, and design—in short, the whole quality matter—will largely determine the success of this automobile. In light of the reputation and the track record of French cars in the United States, simply being "good enough" won't cut it; the Alpine's quality must stand out as one of its strong points. As Jacques Martin put it, "It is important to sell the quality on its own." After watching this intriguing car go together, and then driving the finished product, we think that just might be possible. ●



A fascinating process: Robotized water-jet cutter trims fiberglass moldings to shape with a fine, high-pressure stream of water.

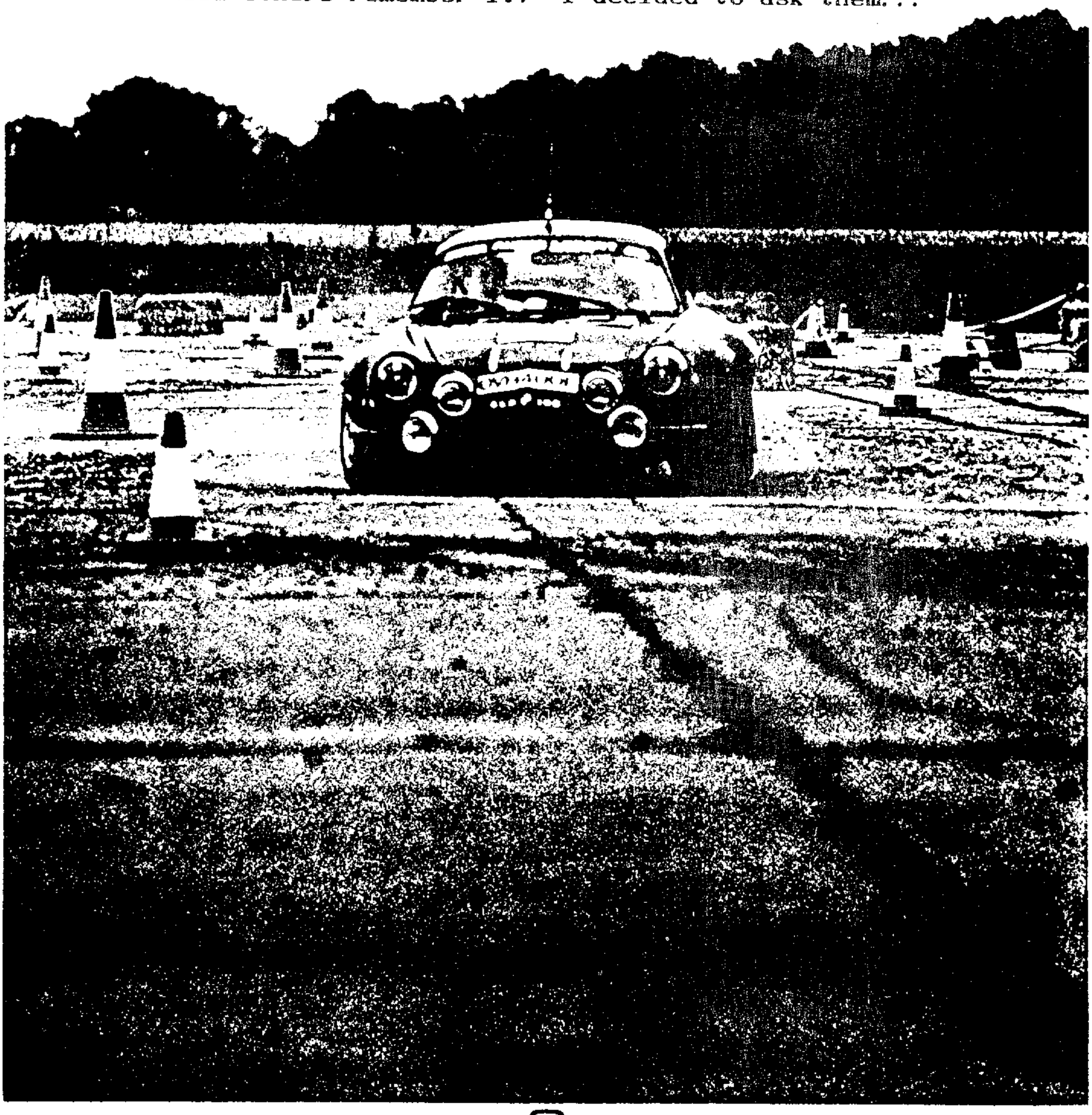
PETITES CHOSES

"Hector," said the insidious voice at the other end of the telephone.
"I've got a bit of a problem."
Nice fellow, this Nick.
"You see, I've arranged to take over 'Le Journal' from David Storey and I'm a bit stuck for copy. I suppose you wouldn't scribble a few lines for us, would you?"
Did I say 'nice fellow'?
"Er. What do you mean by a few lines, Nick?" I enquired.
"Well, say a regular column about things Alpine and an occasional article which you think might be of interest. After all, you've almost grown up with the marque and you've got a stack of information about it. How about it, eh?"
And so, to cut a rather long wrangle short, here I am, sitting chewing the end of mi' pencil and wondering what the hell to write. And actually, I really don't know, because not many of you have written in to tell the Editor what you want. Blank sheets of paper, perhaps? The last edition of *our* magazine was good, very good, but those excellent contributions were supplied by a handful of hard-core enthusiasts and we MUST have a better response from the generality of membership. Please HELP to make *your* magazine a living thread of our Club life.
In order that, through the next few issues, there will be a constant ribbon of Alpine, a translation of an early book on Alpine, Claude Furiet's "Alpine dans la course" will appear. The paperback, long out of print (it was published in 1970) was in the 'Sport 2000' series of Solar and, as far as I know, has never been published in Anglo-Saxon. So there may be some gems of information in there which will spark you to life. The book does contain some inaccuracies, but Claude was one of Jean Rédelé's early colleagues and, I believe, only left the firm in the late Seventies and still works in the Dieppe area. If anyone can update this information, please contact me. And now - à la prochaine

HMW

England '90

Seeing almost seventy Alpines, Renault 5 Turbos and other assorted high-powered machines brought together for the weekend has been a high point in my year. I will cherish the memories of these two days for a long time. Memories of an A310 broadside around the circuit, tyres squealing and smoking, but still under perfect control. I will remember the sight of a tiny jeep careering across a meadow, the blindfolded driver laughing too much to listen to his partner's directions. I will also remember those who, as they left for home, said 'Goodbye - and thank you for a great weekend'. How will others remember it? I decided to ask them...



England '90

The participants...

Kay and Rex Warwick.

England 90 was the first C.A.R. meeting we have attended since acquiring our 110. In fact this was the first journey our car has taken since being registered in the U.K.
We arrrived at the hotel on Saturday after being overtaken by several French A310's travelling as quickly as only the French can (we thought our car had stopped).
The turn-out of cars was really impressive, everyone was friendly. We left the hotel in numerical order: 2, then 25, then 3, 36, 5 and so-on!!! Arriving without problems at Areley considering our navigational record, pleased us. Thanks to Renault U.K. for the food (lots of it). Did Mr. Patrese get the left-overs?
We failed miserably in the questionnaire; we don't need the answers, we have a 110.
We relaxed for a while in our hotel room, and managed to flood the bathroom (taps are different North of Watford). It was really good to see representation from Alpine Dieppe at the dinner. At the Sunday meeting at Halfpenny Green we bought some bits and pieces, but would have liked to have seen more Alpine products for sale.
For a first international meeting we thought it was a very good effort. The weather of course tends to alter everything; everyone is happy on a sunny day. Having arranged international motorcycle off-road meetings affected by bad weather (in July), we have endured all sorts of criticism. This mostly comes from bystanders who do nothing to help. We give all credit to the tireless work of the organisers - and look forward to England 91.

The Europeans...

Ian Anderson

Many of the British contingent who came to England 90 and who had, at worst, to contend with traffic jams on their journey to Stourport will have been oblivious to the problems that our friends from France were faced with when attempting to cross the Channel.
As some of you may already know, French seamen are a curious breed who enjoy a very cosy and relaxed lifestyle. This carefree existence recently came under threat when the powers that be within the French sealink management attempted to impose new rosters on thse unfortunate fellows who operate the giant superferries. Needless to say, the idea of actually having to do something akin to hard work met with a firm and unequivocal NON!
As is more often than not the case in industrial disputes, poor old joe public, or in this case, Gaston public, are the ones who suffer and so it was that the 10 French participants who planned to come to England for our meeting were left wondering what to do next.
Thankfully we have a true and reliable friend in Jacques Boduhin who is the traffic manager for Hoverspeed at Calais and who just happens to be a member of ASAN, the northern Alpine Club. It was thanks to Jacques that the foreign contingent were able to come to England 88 for the paltry sum of £25 for one car and two passengers two years ago.
Whilst the ferries in the port of Calais were being blockaded by the French seamen, the hovercrafts were luckily sailing unhindered and although Jacques had initially reached agreement with P & O Ferries to allow the Alpines across at a very advantageous price, in view of the circumstances he took it upon himself to come to work on his day off to arrange for the cars to be accommodated in ones and twos on the hovercraft instead!
The story has a happy ending then, and we would like to take this opportunity to say a big and sincere MERCI to our friend Jacques who came to our aid in the true Alpine spirit.

An organisers lot is not...

...Having been involved with the Lombard RAC Rally for about 15 years, I tended to think that organising an international Alpine meeting would be a piece of cake. I was in for a shock.

An excerpt from a sort of diary, by Mike Hayton.

OCTOBER 1989: Having been passed at the committee stage, England 90 finally gets under way. The Moat House Hotel is first on the hit list. Luckily it is vacant for the weekend. Luck is also with us during our meetings with landowners, police, the RAC and, of course, our sponsors.
NOVEMBER 89: While acting as Stage Commander during the RAC Rally, the necessary equipment for England 90 is arranged.
DECEMBER 89: Christmas is not far away. Unfortunately I have an accident at work, fracturing my skull causing amnesia. I can't remember any more.
JANUARY 1990: Still can't remember anything.
FEBRUARY 90: The regulations have been formulated and set into print, both English and French. Approx. 600 have been printed. Final artwork has been agreed for the plaques and regs covers.
MARCH 90: Now that I'm allowed to drive, I spend many hours planning and driving round the road sections. Permission has been sought and obtained from householders adjacent to the route.

APRIL 90; An embryo of the road book is now assembled, and at the same time 400 sets of regs, have been sent out to both Club Members and Alpine Clubs throughout Europe, Ian Anderson is very busy translating our paperwork and liasing between C,A,R, and those overseas, One enquiry is received from the Seychelles, After two weeks our first entry arrives - Mr Schlutter from Switzerland with an R8 Gordini, I met Milton Holland the other day, his smile relects the ever increasing Club bank-balance, More meetings with landowners,

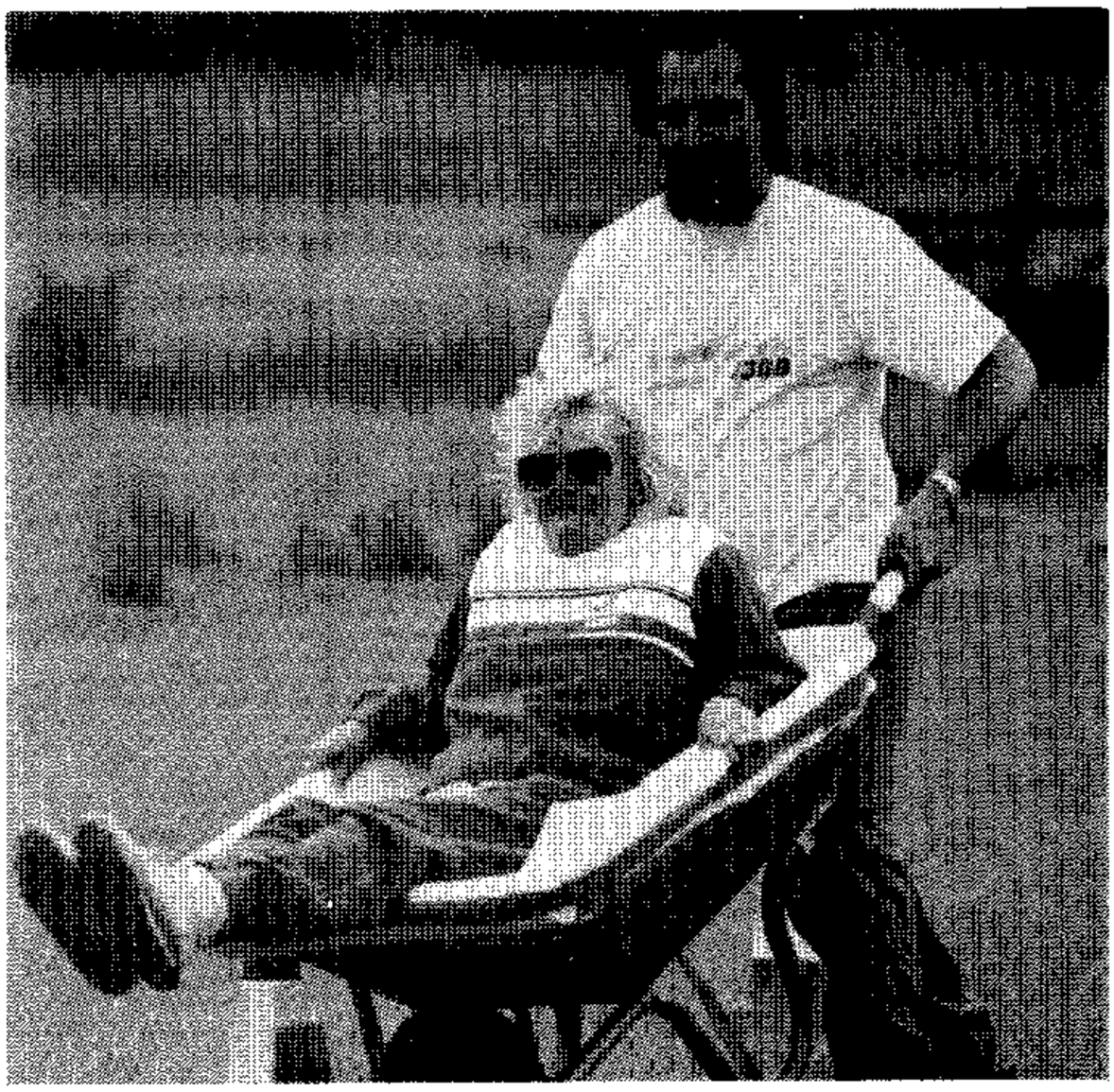
MAY 90; Back at the sharp end, Diane Hayton is busy locating rooms, catering for campers and loking after Sunday-only entries, I am busy with plaques, marquees, cones, flags, stakes and so-on, Steve Saunders from Renault Birmingham has kindly offered vehicles to transport the mass of equipment, Prizes are also received from Renault U,K,, Radbourne Racing, Autotech, Alpine Dieppe and Ted Walker,

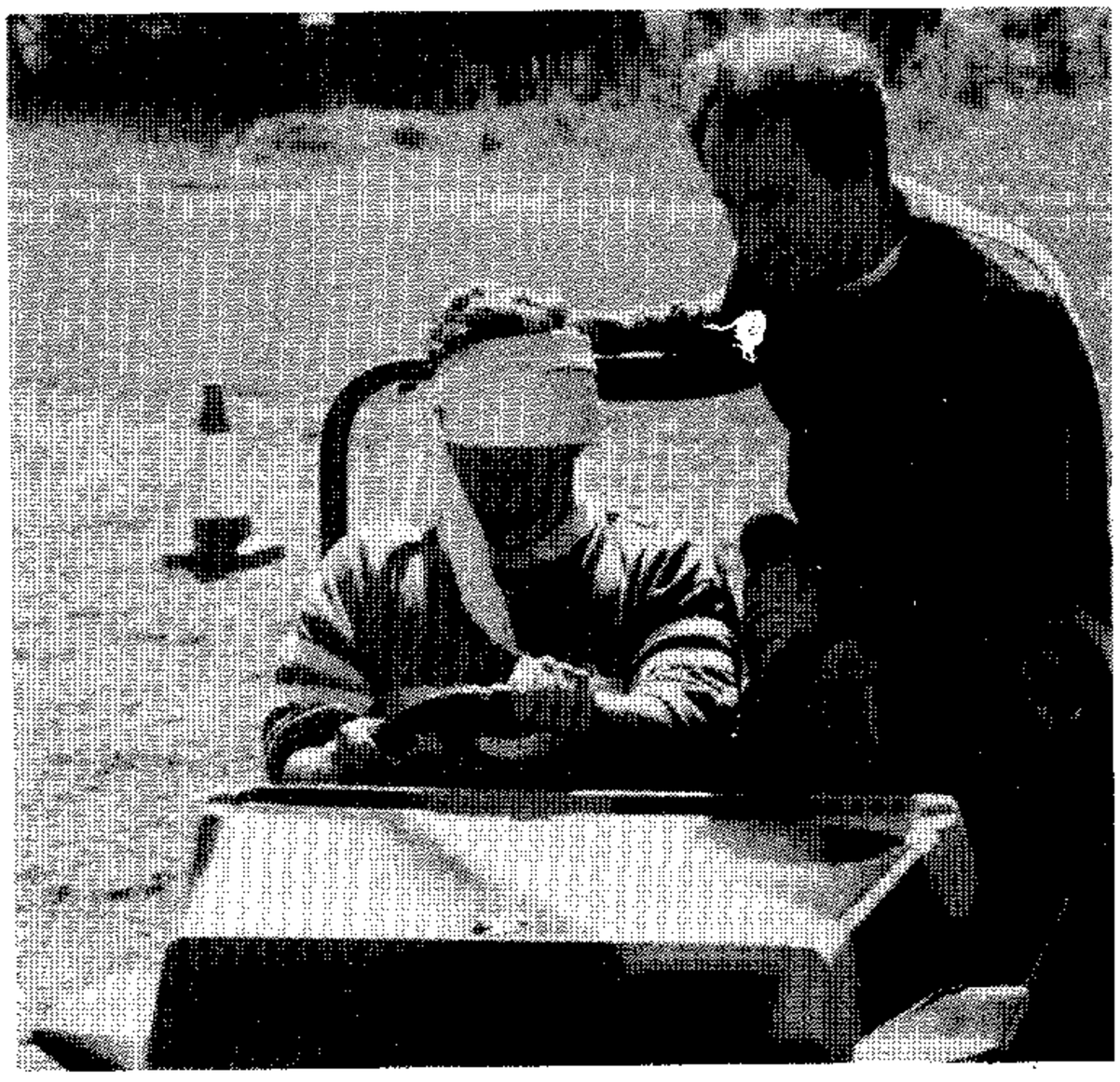
JUNE 90; More miles checking route, Milton thinking of emigrating... Julie Holland (catering co-ordinator) has long talks with winnebago crew, and finally agrees on what and how much we are going to eat during the weekend, The 29th has finally arrived, With the aid of of Bob & Pete Gibson, Milton Holland Nick Barltrop and Dean Price we set about moving all the equipment to it's corresponding sites, We finish at 10 pm, whereupon we are introduced to M,Peras from Alpine Dieppe,

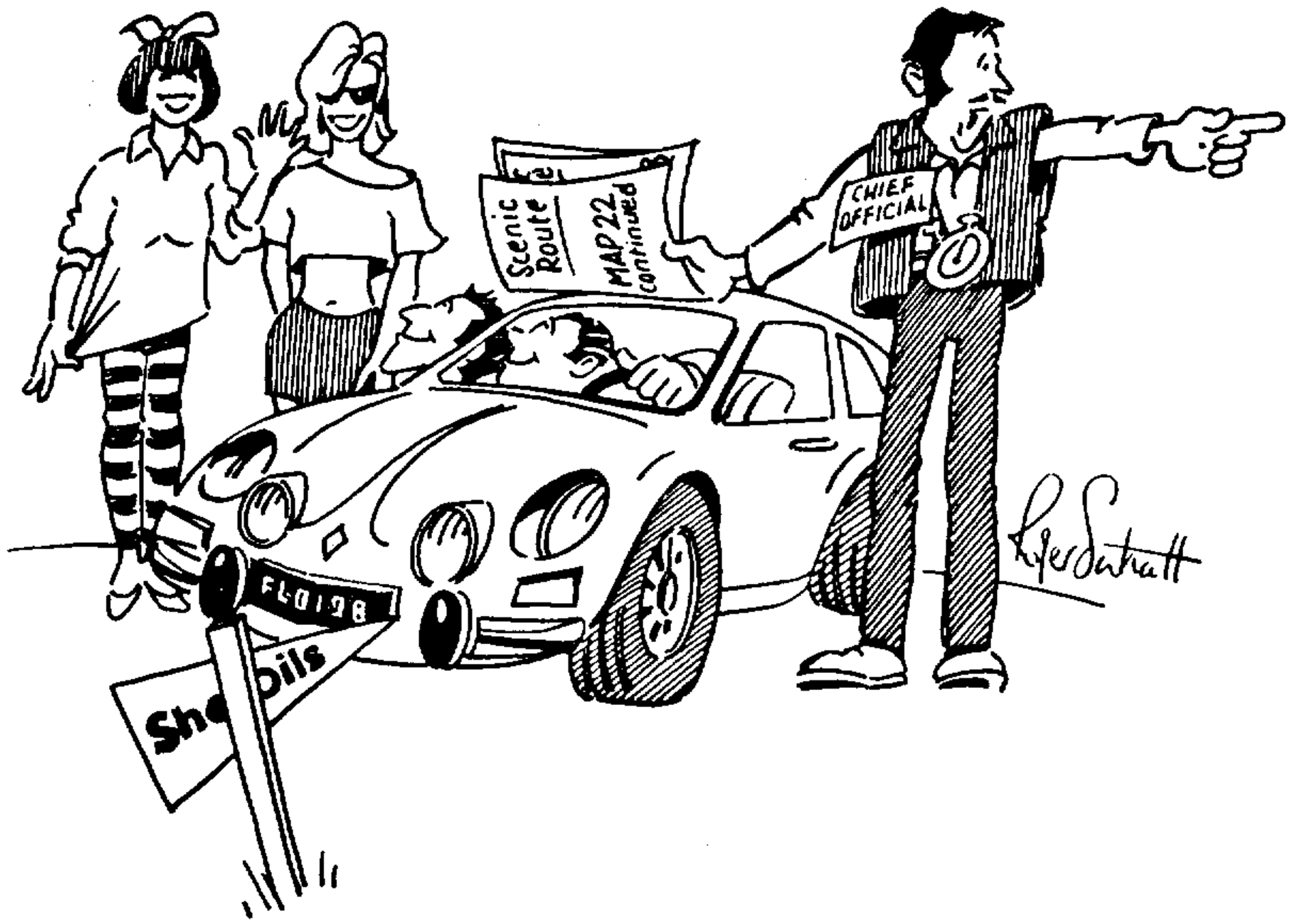
SATURDAY; Starts cold and breezy, but this is quickly forgotten at the sight of so many beautiful cars, Unfortunately for the organising team, more work is to be done, Diane and Ian are receiving participants in the hotel foyer, Paul and Liz Leyser are running the assembly area and are also looking after the mayor (who has been twice mistaken for Roger Clark), While Julie, her team and the winnebago are making last minute arrangements, Nick is pacing up and down the meadow wondering if all the competitors have got lost,

Two showers and some sunny periods later, all has gone to plan at the meadow, Every one is making their way back to the hotel, where later the dinner dance will be held, This also passes smoothly, the evening being rounded off by the lambarda,

SUNDAY; Colder with faster air movement, It's 4,30 in the morning, every time I knock a stake in, the wind blows it down, And still the toilets have yet to arrive, But, as with the event so far, eventually every one arrives and is on schedule, Milton, with Keith Hope-Lang, and the Kidderminster Car Club have all helped to make a grand job of the preparation, and with the food laid on by Julie and the team the planning pays off, Laban Price talks himself hoarse at his desk in the marquee, The real Roger Clark arrives in style by GTA, and honours us by presenting the trophies, I see off the last of our guests from the back of the pickup, which now has the entire rally stage loaded on it, Thanks to all who made the event possible; above all to 'the lads' at Renault for their interest, and for their support,







and to those who made it possible...

England 90 could not have taken place without the help of our sponsors and the small army of helpers who gave their time and effort to making it a success. We are deeply grateful to all who supported the Club in the preparation and running of the weekend.

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Bibliophile's corner

My goodness! This one has *really* been worth waiting for! Christian Descombes' "Guide Alpine, tous les modèles, année par année" (EPA 2 85120 355 X) tells you all about the production Alpines from year to year, as well as those other sporting vehicles manufactured/finished in the Dieppe Alpine works i.e. Renault 5 Alpine (our 5 Gordini), Renault 5 Alpine Turbo (our Gordini Turbo), Renault 5 Turbo, Renault 5 Turbo 2, Renault 5 Maxi Turbo (plus the Cévennes and Corse derivations), Renault 5 GT Turbo etc., etc.). It shows you all the little diferences in the Alpine models from year to year (no mean feat with an artisanally-manufactured article) so that you can slay the smooth-tongued dealers in their tracks! It gives comments on the activities of Alpine licensees overseas; it lays out the tables for (French) production figures (but, as they say, beware the authenticity of these), the model designations, the chassis numbers, the engine/gearbox model combinations, etc., etc., as well as giving you the proper keys to identifying the Alpine and Renault 5 Turbo manufacturing plaques.

In fact, it is an unrivalled fund of Alpine lore vehicle-wise (it does not pretend to offer the breadth of competition history so beautifully laid out in Dominique Pascal's Alpine 'bible'), to which Jean Rédélé himself has largely contributed.

It is NOT a price guide and it does not tell you what are the best buys (use or investment-wise) - that's your department! But there are heaps of photographs (always welcomed by us information-starved Alpinophiles!), some of which have not appeared before, but they are all, alas, in black and white.

Criticisms? Well the large print has been used to fill a lot of white space (perhaps there isn't much else to say?) and there is virtually nothing about the 'prototypes you never saw' like the A-109, the Cycolac 'flying saucer', the breadvan A-310 'Charango', and the A-310 Bora-lookalike and so on and so forth, although the Le Mans cars and the single-seaters get a small mention, as does the A-110-based Meyrignac. But let's be constructive, shall we - it's obvious that, despite the breadth of this book, someone else still has to compose another tome on the Alpines that got away, n'est-ce pas? Oh, and by the way, it's in French (although it's not too technical).

You too, can get your hot little hands around this self-laminated, hardcover, 128-page marvel by sending Laban Price a cheque for £22.50 (made out to C.A.R. Ltd., please), but they're going fast, so you'd better apply a bit of right Wellie (to the hand, that is!).

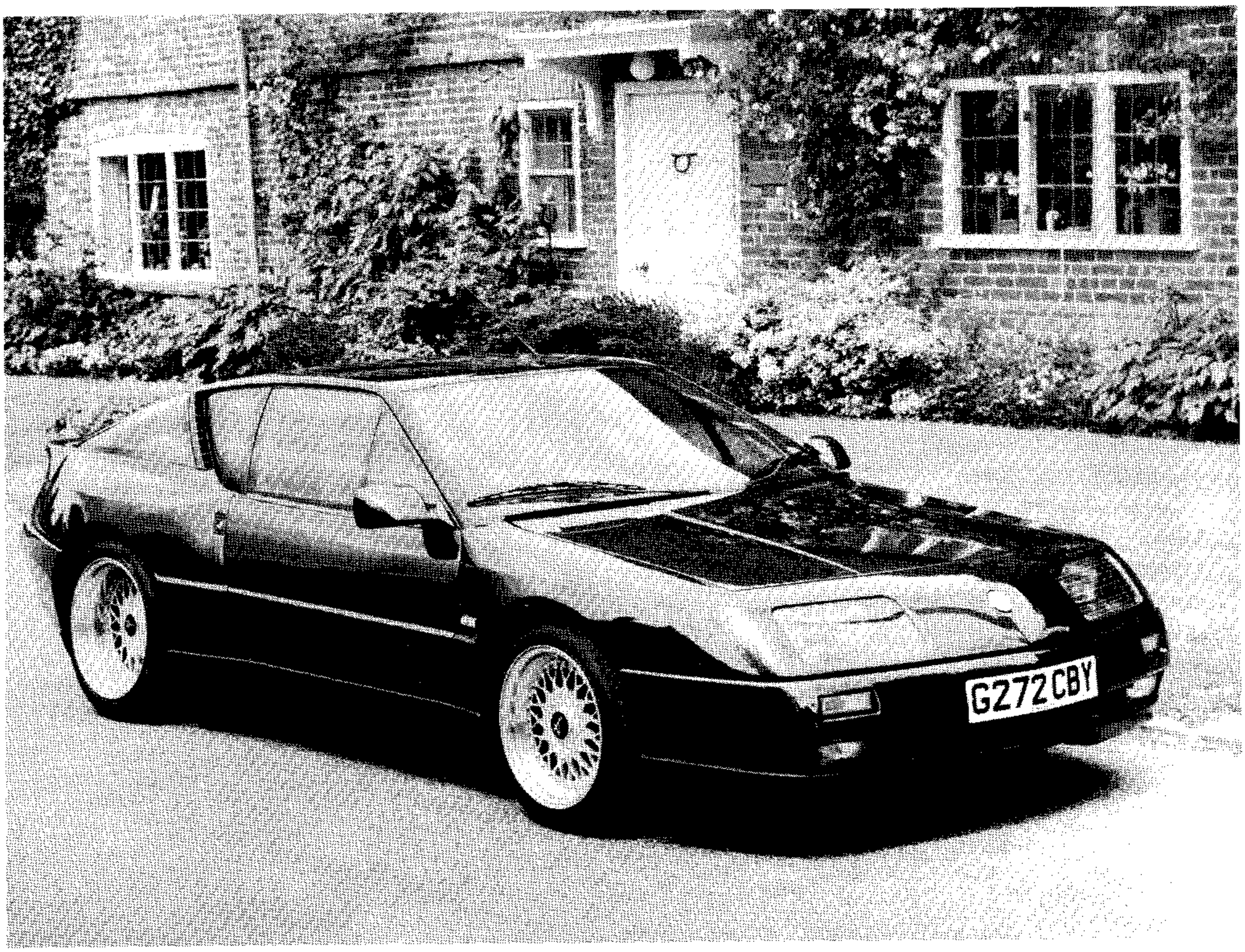
Contact Laban Price at: 57 Launceston Drive,
Hugglescote, Leicester LE6 2HW

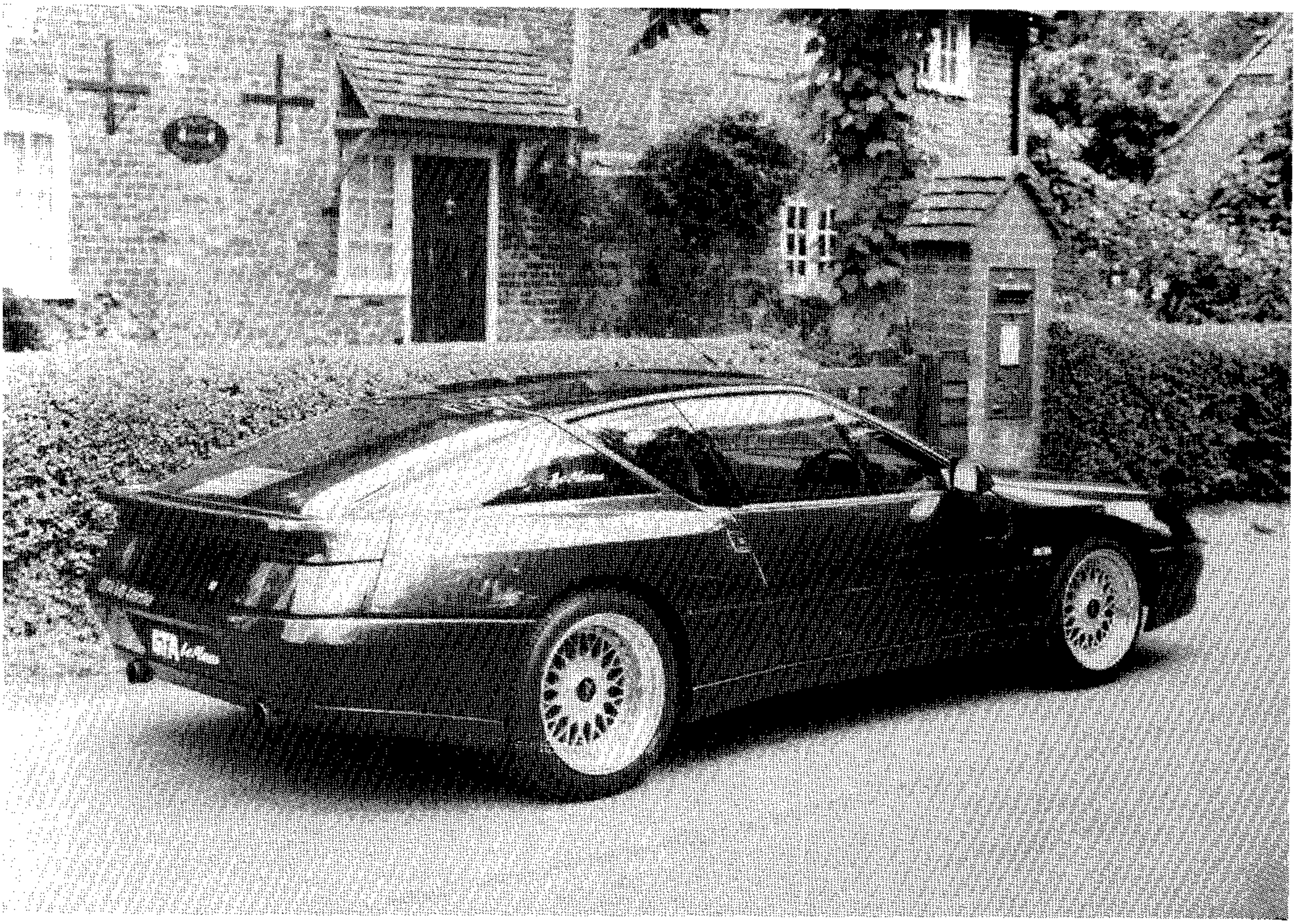
a LE MANS in 48 HOURS

"You shall go to the Ball" - to draw a parallel with that famous fairy tale, "Cinderella", is perhaps a little strong. However, the story leading up to the first public appearance of the fabulous new Renault GTA Alpine 'Le Mans' has certain parallels.

I first saw the prototype car last November, when Managers of Renault's Performance Operations from all of the European countries were invited to a Conference at Nogaro in South-West France. At that stage we were anticipating an April launch, so with a certain degree of confidence, I promised Club Alpine Renault that I would bring the car to England 90.

When I visited the factory in early April it became apparent





that, due to the redesigned front end incorporating bumper mounted indicators, we were going to have a problem - the amber indicator units were not homologated to operate at an angle and the front panel would have to be redesigned to allow them to fit in an upright position.

By mid-June panic had set in - still no car and England 90 only two weeks away. However, promises of a car were still confirmed, and on the 20th June notification came through that it was in build. The GTA is, of course, still generally hand-built, so you may imagine that I was not over confident.

By Wednesday, 27th the car had arrived in Le Havre, but true to the rest of the saga, it missed the ship by half-an-hour. "Don't worry", they said, "we'll put it on the cross-channel ferry". But no, the French Seamens strike put paid to that idea, so now our only hope was the Friday boat. But would that allow time for Customs clearance, the pre-delivery inspection, Registration, etc?

On Friday, 29th at 7.30 am the car was eventually unloaded at Southampton - to the admiring glances of all concerned, except the Customs officials who felt a full inspection of this new model was called for. In the event everyone concerned pulled together, the car was prepared, delivered to Acton, Ruislip Vehicle Licencing Office manually taxed the car and issued the required documents, and by 4.30pm after the fastest turn-araound in the history of Renault U.K., I was on my way to England 90.

Over the weekend including travelling to and from the meeting, the car has completed 500 miles. The trip computer informs me that we have returned an average 36.4 miles per gallon (eat your heart out, Porsche!), and with it's 185 Bhp catalytic engine, not an ounce of damage has been sustained by the ozone layer.

We are planning to import between 25 and 35 of these special Limited edition vehicles, of which 20 have already been sold, and at £36,995 including CAT, ABS, BBS wheels and a host of other extras shows a saving of £5,725 over a Porsche 944 Turbo - enough to buy a new Renault 5 for 'She Who Must Be Obeyed'.

Thanks to all who made the weekend such a success, from Mike Hayton and Club Alpine Renault, to all the Renault people who worked so hard to get 'Le Mans' ready in time. I look forward to the next meeting.

Stewart Wright.
Manager, Renault Performance Centre Programmes.

radbourne racing

Radbourne Racing Wimbledon Ltd
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There is a large range of Alpine accessories and leisure wear available through Radbourne Racing of Wimbledon. Radbourne also supply Devil exhaust systems for Alpine A110, A310 GTA and Renault 5 Turbo. Telephone or mail order is welcome, Access and Visa cards are accepted. For full details, or to place your order, please contact Hugh Webb at Radbourne's Motorsports Department.

Illustrated:

Item 32	Alpine tee shirt	£ 7.36
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Alpine briefcase	£75.50
Alpine tennis shirt	£23.90

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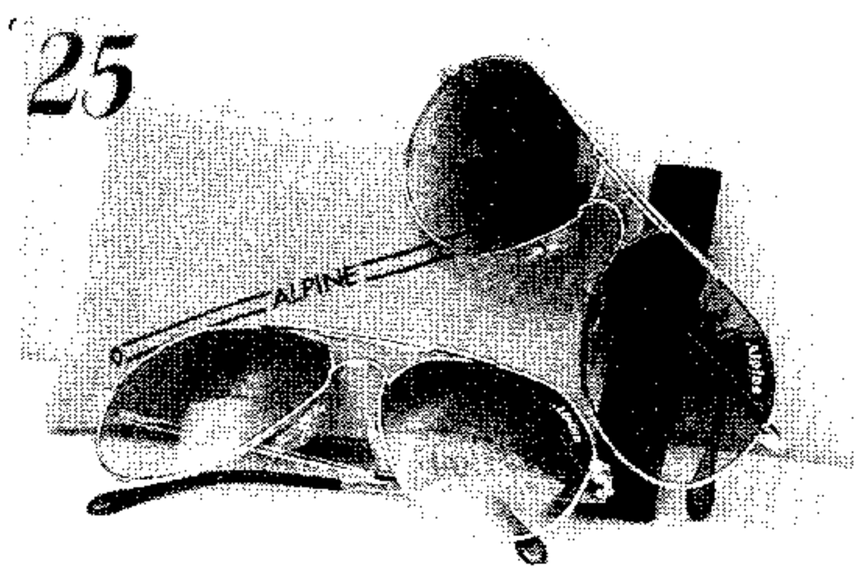
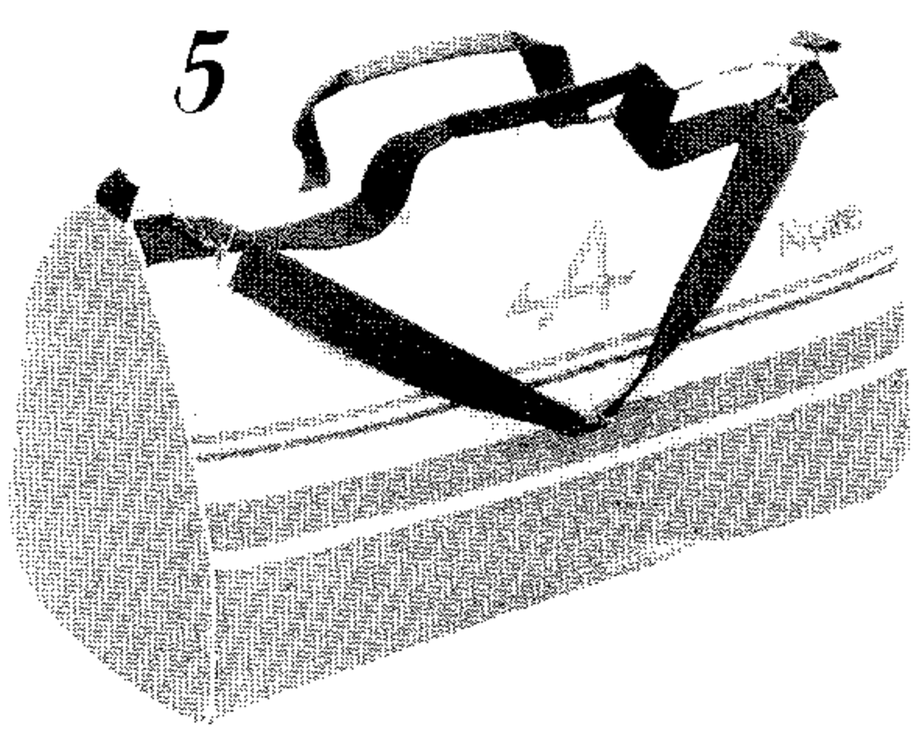
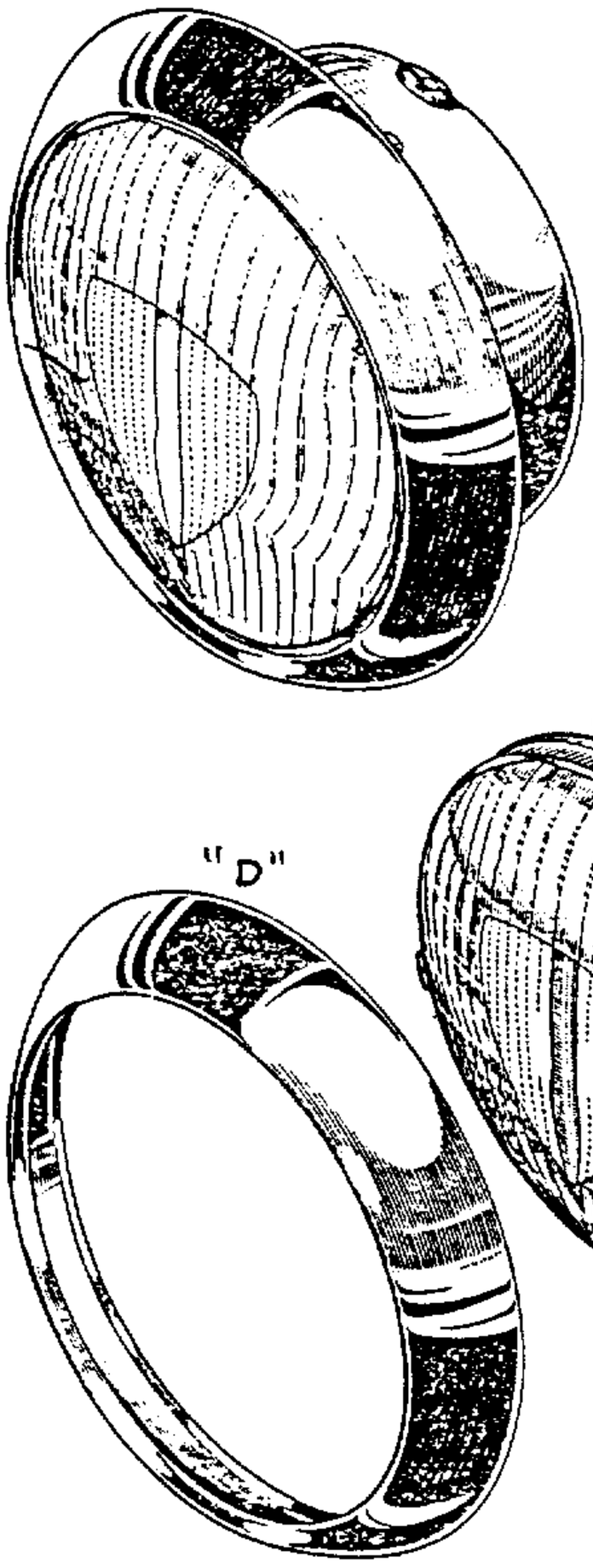


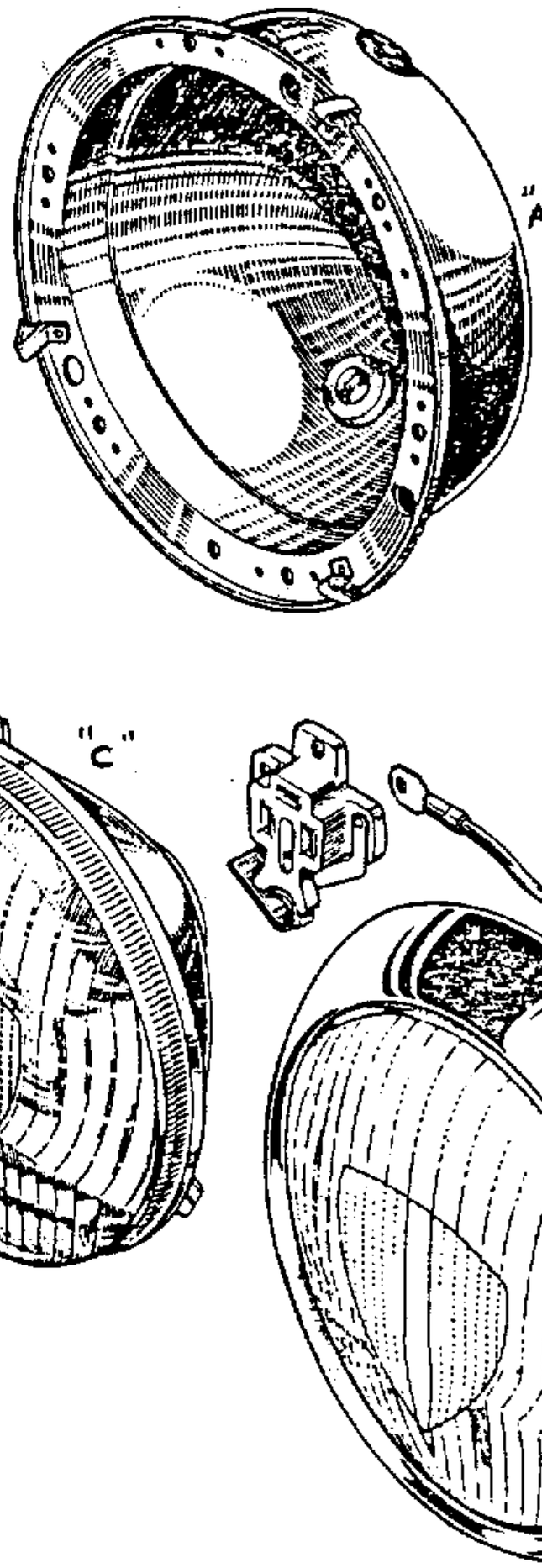


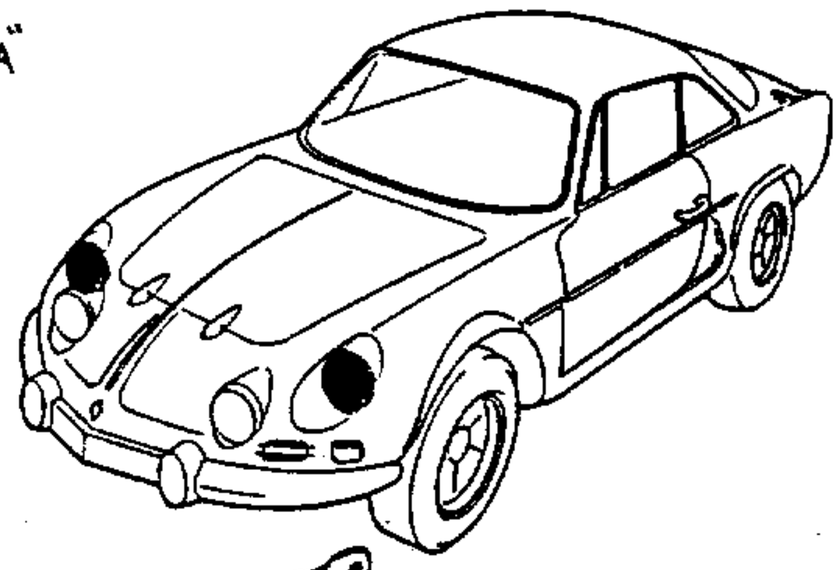
échappements devil

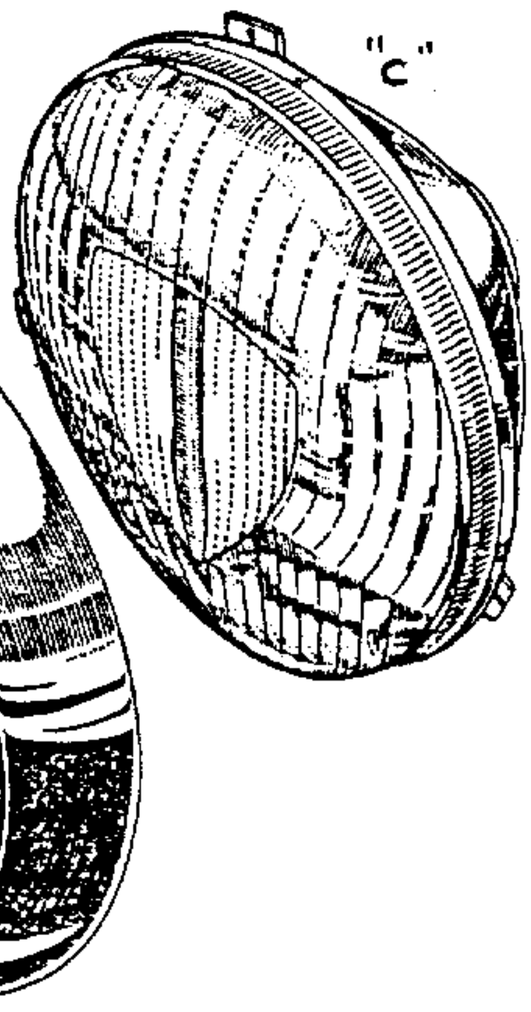
HAVE A LITTLE 'DAF' IN YOUR ALPINE

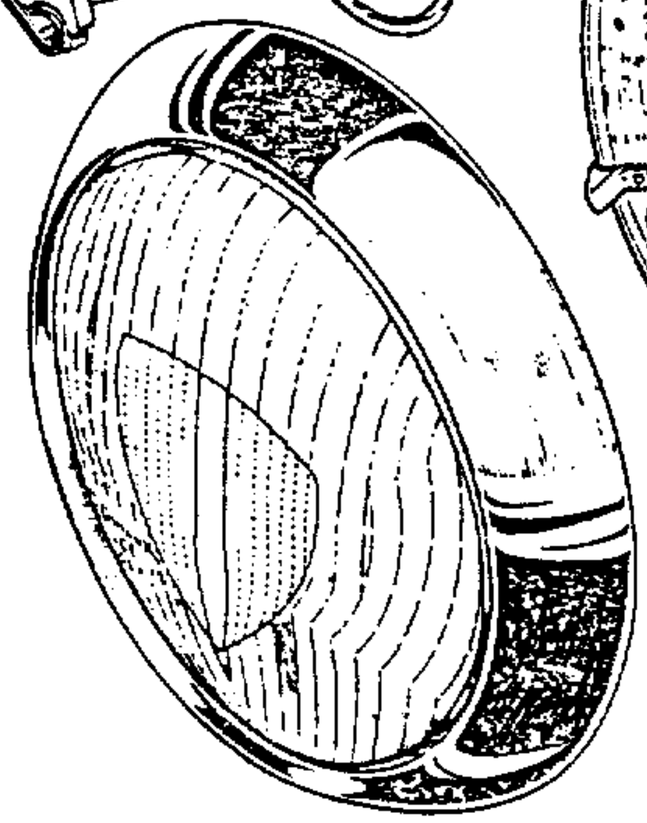
- replacement headlamps for Alpine A110 models.

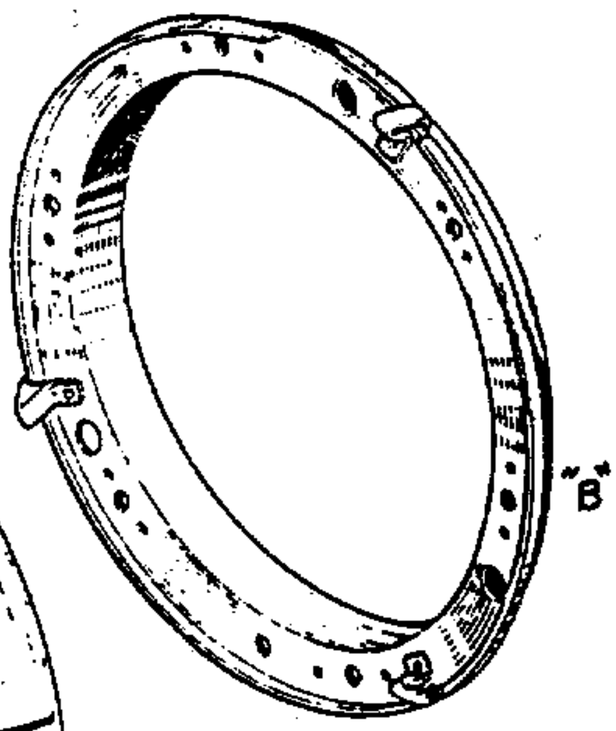












The headlamp illustrated is from the DAF/Volvo 44/55 range, and will fit all Alpine A110 models having 6 inch diameter headlamps. Parts 'A' and 'B' on the drawing are the same headlamp bowl: 'B' having the rear part cut-off.
Please note that DAF/Volvo headlamps are all Cibié units, although the illustration actually shows S.E.V. Marshall units.

ITEM & DESCRIPTION	ALPINE PART No.		DAF/VOLVO No.	CURRENT RETAIL PRICE
A BOWL B	60 00 001 638 / 60 00 001 635	=	31 00 345 - 2	£ 21.98 + VAT
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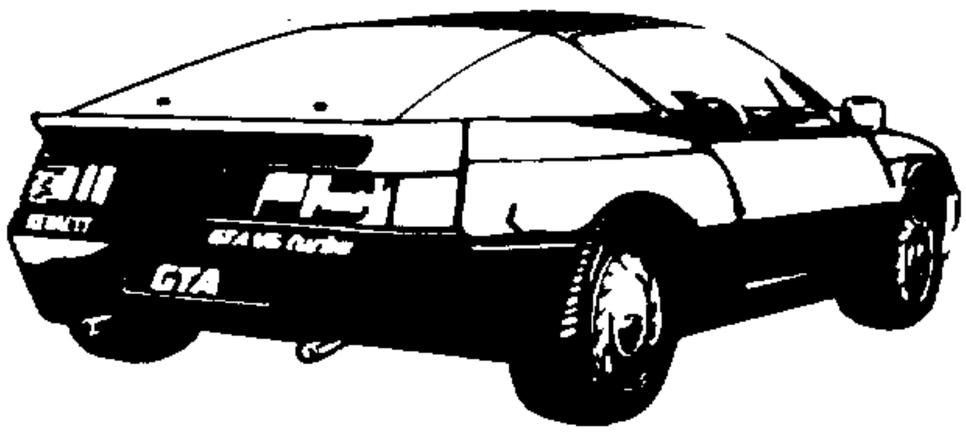

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