



CONTENTS

Introduction & acknowledgements	5	11. Mission accomplished – 1979	120
Acknowledgements	6	Part 4: The Grand Prix years	
Photographic acknowledgements	7	12. Interesting asides: fuels, aerodynamics, and tyres	140
Forewords	8	Fuels and lubricants: the influence of Elf	140
Mauro Bianchi	8	Aerodynamics and the ground-effect era	142
Bernard Dudot	8	Tyres	145
Jean-Pierre Jabouille	10	13. For the record: the remainder of 1979	149
François Guiter	11	Chassis records for 1979	156
PART 1: In the beginning		Records for RS01/03	156
1. Renault	13	RS01, chassis 04	157
2. Alpine	18	RS10	158
3. The Alpine A350 experimental Grand Prix car	24	RS11	160
The designer – Richard Bouleau	24	RS12	164
The driver – Mauro Bianchi	26	RS14	167
The A350 – just an experiment?	27	RS20A – new development car for 1980	168
4. Gordini – the name on the engine	34	14. Nearly, but not quite! What came after	169
Part 2: The development of an idea		The RE20 – 1980	169
5. How and why	41	1981: RE20 series B and RE30	179
6. Elf and the turbo	50	1982: RE30B	187
7. The birth of the engine, from the kitchen at Alpine to Formula 1	54	1983: RE30C and RE40	198
Renault-Gordini-Elf F1 engines – bench dyno tests	61	1984 – The RE50 cars	206
8. The Alpine A500, nicknamed the ‘Phantom,’ becomes reality	63	1985 – RE60, RE60B: a sad final year	215
Part 3: Climbing the mountain		Part 5: The last word	
9. The first Renault RS01 – 1977	78	15. The legacy: the R5 Turbo	227
10. The signs are there – 1978	99	16. Histoire & Collection	231
Chassis records for 1978 on RS01/2	116	Index	238



Renault 4CV Luxe model at the Trocadero in 1948.



Billancourt plant 1958.

By 1929, Renault had thirty subsidiaries and was selling in 49 countries. However, this was the year of the stock exchange crashes which sent a shock wave around the world, putting millions out of work and, in part, fostering the political climate that allowed Hitler to come to power in Germany four years later.

By 1935, France had 500,000 unemployed, causing a drop in demand for cars. As his other markets were suffering from worldwide recession, Renault was forced to reduce his workforce and the number of hours it worked. Many strikes followed and, by the end of 1938, Renault's employees were even occupying his factories, leading to violent interventions, mass arrests, and many dismissals.

World War 2 was not a good time for the Renault company, and nearly brought about its end. For Louis personally it was a disaster also, as he was charged with collaboration, leading to incarceration in the notorious former Nazi-controlled Fresnes prison close to Paris. It was there, under suspicious circumstances, that he became ill and was taken to the St-Jean-de-Dieu Hospital in the rue Oudinot (Paris). He died on 24 October 1944.

His factory was nationalized after the war, and Pierre Lefaucheur, an engineer and member of the French Resistance, was placed in control of the new company, La Régie Nationale des Usines Renault. A born leader, Lefaucheur was ordered by the new government to make trucks, but also managed to obtain permission to manufacture a few private cars. Lefaucheur introduced the famous 4CV, which was displayed at the first post-war Salon.

By 1954, Renault employed more than 50,000 people and sold in over 1000 outlets worldwide. Unfortunately, Lefaucheur died in a car accident in 1955 and his place was taken by Pierre Dreyfus, who set about improving social cohesion within Renault, signing the first company agreement with the trade unions, and introducing more paid leave and a pension scheme.

“In 1956, Jean Hébert was to break the world land speed record for turbine-powered cars at 192mph (307kph) with the Renault prototype ‘Etoile Filante’ and a Turbomeca turbine.”

Motor sport, too, had begun to lift its head after the class victories in the Mille Miglia with the 4CV in the early fifties. In 1956, Jean Hébert was to break the world land speed record



Renault 8 Gordini cup race Le Mans, 27 September 1970.

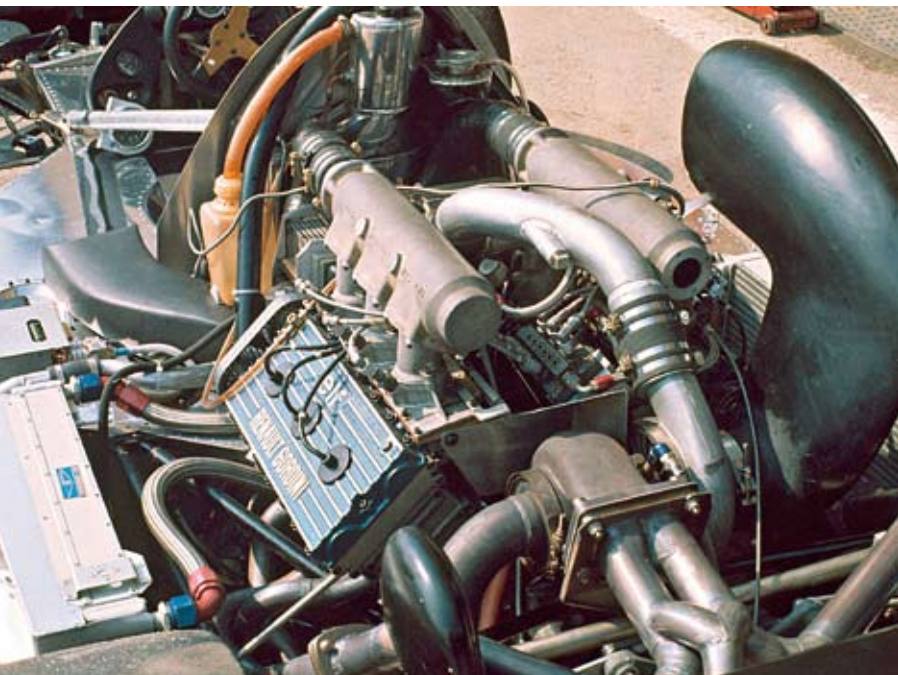
Renault immediately enforced an embargo on its use in anything other than the Alpine sports cars, as it was also becoming more involved with Jean Rédélé's Alpine company in Dieppe.

Renault also decided it did not want to get involved in the R8 1300 Gordini that Amédée had created, as it had done with support for the R8 1100 and the Dauphine prior to that. However, in spite of their differences of opinion, Gordini needed Renault, and his team continued its work for Renault, though, given the pleasurable experience of the early years, he was, perhaps, a little less enthusiastic than before.

Gordini's staff had continued to grow, and by 1969 some

forty people were employed in various capacities. 'Pépère' ('Grandpa,' the employees' affectionate nickname for Amédée) and Marc Bande, one of his technicians, had astutely employed a number of young engineers who went on to great careers. François Castaing, who was to come to the fore a few years later, first appeared to work in boulevard Victor, prior to his military service. The young Jean-Pierre Boudy also started at Gordini after meeting Marc Bande, and, in the design office, the two enriched the group of engineers working alongside Giuseppe Albarea.

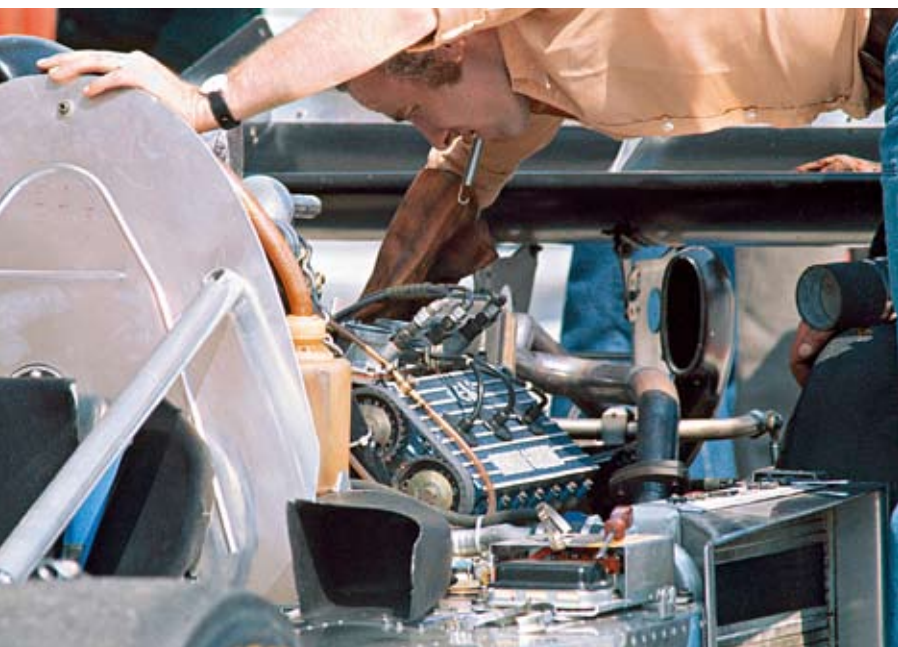
It is interesting to hear from future director, François Castaing, at this point: "In my last year at the Paris Industrial University, after having begun in Aix-en-Provence, I was



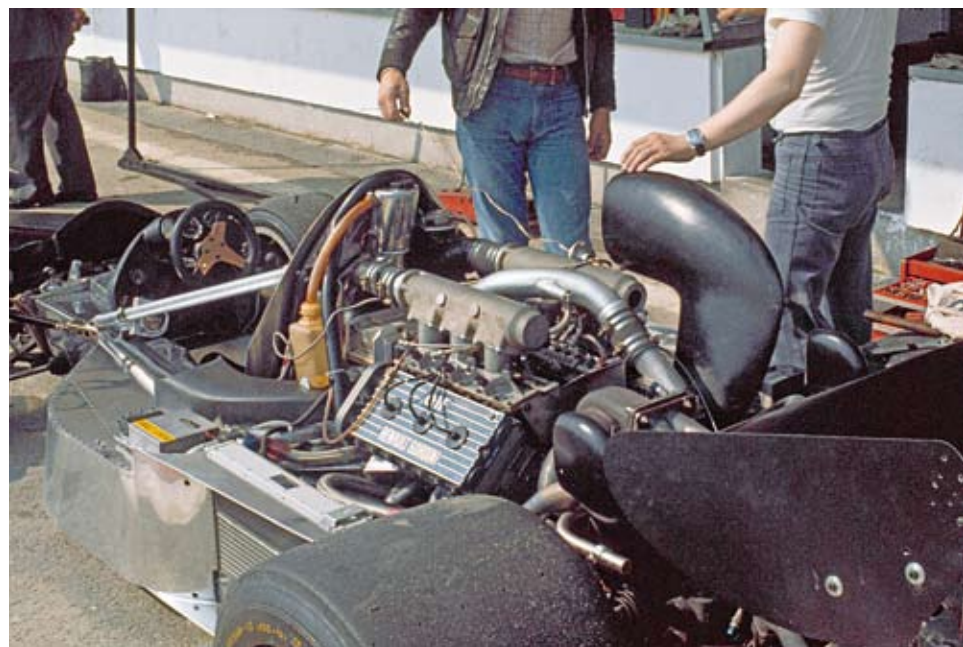
Note the huge airbox; it was directly in front of the rear wing!



Fine adjustments.



A change of engine for comparative tests (the 2-litre).



The 1500.



Arnoux in a fierce battle for second. (© DPPI/Ren)

they would cause an understeer which would become greater as the race progressed. With softer tyres, I could control the wear of my front left tyre by saving it in the early stages of the race. If I could do that, it should be in perfect condition for the second half." Renault and Michelin technicians knew better than to contradict him ...

The cars still had some turbo lag, even with twin turbos, so it couldn't be taken for granted that they would get off to a good

"Arnoux caught up with the Ferrari on the 75th lap. So began a stunning duel during which both took considerable risks in their battle for 2nd place, attacking each other from all possible positions ..."

start. For the Ferraris it was the opposite: they could be virtually guaranteed to start fast. At the green light Villeneuve slipped his Ferrari between the Renaults, towing along in his slipstream his team-mate Scheckter. Arnoux found himself surrounded on all sides, but Jabouille managed to limit his initial setback by getting between Villeneuve and Scheckter at the first corner. He and



Victory 1.



Victory 2.

NEARLY, BUT NOT QUITE! WHAT CAME AFTER



Tambay leads Warwick, who just got in the points.

STARTING GRID		RESULTS - Spa-Francorchamps (298,420 km)			
Prost 1'55.306"	Senna 1'55.403"	1. Senna	Lotus-Renault	43	1h34'19.893"
Piquet 1'55.648"	Alboreto 1'56.021"	2. Mansell	Williams-Honda	43	1h34'48.315"
Johansson 1'56.585"	Boutsen 1'56.697"	3. Prost	McLaren-TAG Porsche	43	1h35'15.002"
Mansell 1'56.727"	Berger 1'56.770"	4. Rosberg	Williams-Honda	43	1h35'35.183"
De Angelis 1'57.322"	Rosberg 1'57.465"	5. Piquet	Brabham-BMW	42	+ 1 lap
Fabi 1'57.588"	Surer 1'57.729"	6. Warwick	Renault	42	+ 1 lap
Tambay 1'58.105"	Warwick 1'58.407"	7. Berger	Arrows-BMW	42	+ 1 lap
Patrese 1'58.414"	Ghinzani 1'58.706"	8. Surer	Brabham-BMW	42	+ 1 lap
Laffite 1'58.933"	Streiff 1'59.245"	9. Streiff	Ligier-Renault	42	+ 1 lap
Cheever 1'59.370"	Alliot 1'59.626"	10. Boutsen	Arrows-BMW	40	+ 3 laps
Brundle 2'00.950"	Danner 2'05.059"	11. Laffite	Ligier-Renault	38	Accident
Rothengatter 2'05.776"	Martini 2'06.007"	12. Martini	Minardi-Motori Mod.	38	+ 5 laps
		13. Brundle	Tyrrell-Renault	38	+ 5 laps
		FASTEST LAP			
		Prost	McLaren-TAG Porsche		2'01.730"
					205.241 km/h
		RETIREMENTS			
		Rothengatter	Osella-Alfa Romeo	37	Not classified, 6 laps
		Patrese	Alfa Romeo	31	Engine
		Cheever	Alfa Romeo	26	Gearbox
		Tambay	Renault	24	Gearbox
		Fabi	Toleman-Hart	23	Accelerator control
		De Angelis	Lotus-Renault	19	Turbo
		Danner	Zakspeed	16	Gearbox
		Alliot	RAM-Hart	10	Accident
		Johansson	Ferrari	7	Engine
					Spun off
		Ghinzani	Toleman-Hart	7	Accident
		Alboreto	Ferrari	3	Clutch

Spa race statistics.

STARTING GRID		RESULTS - Brands Hatch (GB) (315,525 km)			
Senna 1'07.169"	Piquet 1'07.482"	1. Mansell	Williams-Honda	75	1h32'58.109"
Mansell 1'08.059"	Rosberg 1'08.197"	2. Senna	Lotus-Renault	75	202.430 km/h
Streiff 1'09.080"	Prost 1'09.429"	3. Rosberg	Williams-Honda	75	1h33'19.505"
Surer 1'09.762"	Warwick 1'09.904"	4. Prost	McLaren-TAG Porsche	75	1h34'04.230"
De Angelis 1'10.041"	Laffite 1'10.081"	5. De Angelis	Lotus-Renault	74	+ 1 lap
Patrese 1'10.251"	Boutsen 1'10.323"	6. Boutsen	Arrows-BMW	73	+ 2 laps
Johansson 1'10.517"	Ghinzani 1'10.570"	7. Watson	McLaren-TAG Porsche	73	+ 2 laps
Alboreto 1'10.659"	Brundle 1'10.731"	8. Streiff	Ligier-Renault	73	+ 2 laps
Tambay 1'10.934"	Cheever 1'11.500"	9. Patrese	Alfa Romeo	73	+ 2 laps
Berger 1'11.608"	Fabi 1'12.090"	10. Berger	Arrows-BMW	73	+ 2 laps
Watson 1'12.496"	Jones 1'13.084"	11. Cheever	Alfa Romeo	73	+ 2 laps
Alliot 1'13.537"	Capelli 1'13.721"	12. Tambay	Renault	72	+ 3 laps
Danner 1'15.054"	Martini 1'15.127"				
		FASTEST LAP			
		Laffite	Ligier-Renault		1'11.526"
					211.744 km/h
		RETIREMENTS			
		Surer	Brabham-BMW	62	Turbo
		Johansson	Ferrari	59	Electrical
		Laffite	Ligier-Renault	58	Engine
		Danner	Zakspeed	50	Engine
		Capelli	Tyrrell-Renault	44	Accident
		Brundle	Tyrrell-Renault	40	Water pipe
		Fabi	Toleman-Hart	33	Engine
		Alliot	RAM-Hart	31	Engine
		Ghinzani	Toleman-Hart	16	Engine
		Jones	Lola Haas-Hart	13	Water radiator
		Alboreto	Ferrari	13	Turbo
		Piquet	Brabham-BMW	6	Accident
		Warwick	Renault	4	Fuel feed
		Martini	Minardi-Motori Moderni	3	Accident

Brands Hatch race statistics.



Derek gives it his best shot, but fuel problems let him down. (© Bernard Asset)