

# Renault News

**82**  
**Winter**  
**2006**



The town of Saint Etienne, France where more than 60 4CVs attended for the 60th anniversary of the Renault 4CV, held on June 4th 2006. Mr Thomas Gérard organized this event  
*Photo courtesy of Rolf Glauser*

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## Renault Owner's Club of North America

[www.RenaultOwnersClub.org](http://www.RenaultOwnersClub.org)

[www.RenaultClub.us](http://www.RenaultClub.us)

Email: [info@renaultownersclub.org](mailto:info@renaultownersclub.org)

Established in May, 1991, La Jolla, California, USA

Founder: Howard G. Singer

Vice President/Club Liaison	Jesse Patton
Membership Secretary	Jacques Lynn
New Member Secretary	Ray Dietz
Online Memberships	Marvin McFalls
Treasurer	Sharon Desplaines
Editor of Index	Kurt Triffet
Editor of Marketplace	Kurt Triffet
Editor of Renault News	Marvin McFalls
Publisher	Triffet Design Group
Webmaster	Kurt Triffet
E-mail List Editor	Giff Kucsma
Librarian	Michael Muller
Discussion Forum Moderator	Michael Heather

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

Tel: 276 638-8563

## Renewals-Registry Information and Address Changes

Renew online or mail payment to:

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

Tel: 619 561-6687

Email: [jacques@renaultparts.us](mailto:jacques@renaultparts.us)

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Place ads online at [www.renaultclub.us/ad.html](http://www.renaultclub.us/ad.html)

Or mail brief ads to:

Kurt Triffet, 3333 San Luis St., Ventura, CA 93003

[webmaster@renaultownersclub.org](mailto:webmaster@renaultownersclub.org)

## Articles, Letters, Correspondence

Marvin McFalls, 4800 Ball Camp Pike, Knoxville, TN 37921

Tel: 865 357-0995

[editor@renaultownersclub.org](mailto:editor@renaultownersclub.org)

## Newsletter Production and Publishing

Triffet Design Group

[www.triffetdesign.com](http://www.triffetdesign.com)

[info@triffetdesign.com](mailto:info@triffetdesign.com)

Tel: 805 658-8646

## Back Issue Requests

Send US\$2 each issue to:

Michael Muller, 4907 Meridian Ave. North, Seattle, WA 98103

[m\\_muller@hotmail.com](mailto:m_muller@hotmail.com)

## Inter-Club Liaison, Club Correspondence

Jesse Patton, 52 Nicole Place, West Babylon, NY 11704

Tel: 516 669-2598

## Technical Advisors

**R5 Performance-Competition:** Bob Fogt, 1145 Orchard Pl., Mendota Heights, MN 55118-4119

**R8, Fuego, Medallion:** Don McLaughlin, 390 Linton Hill Rd., Duncannon, PA 17020 Tel: 717 834-4449

**4CV, Dauphine, R10, Caravelle:** Jacques Lynn, 13839 Hwy 8 Bus., El Cajon, CA 92021 Tel: 619 561-6687  
Email: [jacques@renaultparts.us](mailto:jacques@renaultparts.us)

**R16:** (vacant)

**R18:** Ray Dietz, 1250 Lanier Rd., Martinsville, VA 24112-5212 Tel: 276 638-8563

**Alliance, Encore, GTA:** Sam Stuckey, 8544 Norris Lane, Knoxville, TN 37938 Tel: 865 922-2236

**Premier (Eagle):** Chris Davidson, 3615 E. 28th St. Highland 92346 Tel: 909 862-4780

**American Alpine A-310 Club** Representative  
Brad Stevens, 4652 Maiden Lane, Canandaigua, NY 14424  
Tel: 585 394-3265

## Alpine Renault Registered Owner's Association

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108

Tel: 815 455-1944

**R5 Turbo Club** Representative

Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403

Tel: 818 981-6595

## [www.RenaultClub.us](http://www.RenaultClub.us)

Winter 2006-2007 Member's Only section:

**Username:** renault

**Password:** alliance



## **November 2006, New Postal Members**

Shubin, James M., 26102 Avenida Bonachon,, Mission Viejo, CA. 92691-3204 jamesmshubin@cox.net

Van Slyke Jr, Glen E. 9803 Clear Lake Circle, Naples, FL. 34109 carmanVS@aol.com

Weaver, Joe, 892 Vernon Road, Columbus, OH 43209 joebetwea@sbcglobal.net

## **November 2006, New Online Members**

Bacus, Jade, 6717 San Fernando Drive, Boise, ID 83704 jade.bacus@cl.idaho.gov

Brace, Mark, P.O. Box 565, Newport, WA 99156 markjobrace@msn.com

De Vivo, Jorge, Estudio Cr., 6718 NW 72nd. Ave, Suite A-1182, Miami, FL. 33166 DeVivo@adinet.Com.UY

Goldberg, Nick, 476 Paddy Hill Rd., Moretown, VT 05660 nickg@accessvt.com

Richards, David, 1428 Macarthur Drive Suite 116, Carrollton, TX 75007 knives89@sbcglobal.net

Rick's Foreign Car, 306 West 2nd St, Chadron, NE 69337 rickbahr@hotmail.com

Thermal Service, Inc tsacht@earthlink.net

## **November 2006, Renewals**

Agulian, Manuel	McCosh, Terrence
Blamires, Gail	Miedbrodt, Macrow
Bonnello, Joseph Jr.	Munt. Sarah
Brueckner, Stephen/Elzbieta	Payton, J.T.
Burnette, Jonathan	Perryman, Richard
Cardaciotto, Nick	Purcell, Raymond
Christensen, Mark	Robinson, George
Deak Jr., Mike	Scherf, Frank
Dyson, John	Schleich, Richard
Flynn, Tim	Schmelzer, John
Fruhworth, Werner	Schuler, John
Hensley, Don	Showers, John
Hoover, Clayton	Stevens, Bradford
Malette, Mike	Stump, Timothy

## **New Postal Members**

Brunett, John J., 15 Foxglove Road, Levittown, PA 19056-1815

Green, James E., 12254 North Augusta Drive, Sun City, AZ. 85351 Enoragreen21@cox.net

Tooley, Ray, 1001 N Boeke Rd., Evansville, IN 47711 nashman@sigecon.net

## **December, 2006, New Online Members**

Cotton, Matt, 12 Freneau Road, Parsippany, NJ 07054 simcamaniac@aol.com

Degnan, James, 29318 Hasley Canyon Road, Castaic, CA 91384 my4cam@aol.com

Elder, Kent elderair@gmail.com

Mark Kinnin, 43 Ball Cresc. Whitby, Ontario L1P 1W6 , Canada jmkinnin@hotmail.com

St-Pierre, Richard, 664 Des Plaines, Mont-Saint-Hilaire,, Quebec J3H 5A1, CANADA richstpierre@videotron.ca

## **December 2006, Renewals**

Arata, Louis	Menzel, Clancy
Barnett, Jim	Miller, Walter
Black, David	Mooyman, Jerry
Brill, Byron	Nelson, Ken
Chiulli. Roseanne	Petrosie, Tom/Marilyn
Claypool, Larry	Pinckney, Henry
Geddes, Carrie	Ray, Michael
Gladyszewski, Ken	Sandor, Augustin
Goldstein, Gary	Santini, Philippe
Hand. Robert	Smeaton, John
Johnson, Keith	Sweetland, Ron
Lohman, Carl	Tweed, Tom
Marx, Daniel	Vantine, Nicholas
Medeck, Tim	Wilson Jr., Robert

## **January 2007, New Postal Members**

Vasichuk, Robin 7325 Pettibone Road, Chagrin Falls, OH 44023 theoleo@highstream.net

## **January 2007, New Online Members**

Asbell , Jaames 110 Alabama Lane, Williamsburg, VA 23188-1802 asbelljm@cox.net

Gardner, Michael 438 Wetmore Dr, Wichita, KS 67209 : iquester@cox.net

Hirsch, Charles. 1118 3rd St #507, Santa Monica, CA 90403 chas154@gmail.com

Lundin, Jorgen, Norrahammarsvägen 17, Jönköping, 55339, Sweden 55339 jorgen@wetterreklam.se

Stinson, James 16 Durban Road Toronato, ONT M8Z 4B3, Canada jandmstinson@sympatico.ca

Tieman, Dana, 4365 James Ave, Castro Valley, CA 94546 givemesteam@comcast.net

Wagener, Bernhard, 10355 Central Ave NW, Albuquerque, NM 87121 route66karting@aol.com

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Vasichuk, Robin 7325 Pettibone Road, Chagrin Falls, OH 44023 theoleo@highstream.net

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Blamires, Gail	Mangual, Hector
Bonnello, Joseph Jr.	Nikstenas, Joseph
lBowker, Darren	Nyland, Halvard
Burke, Dennis	Ripicky, Robert
Dugal, Pauline	Robinson, George
Felt, Pam	Schmelzer, John
Gatti, George	Schuler, John
Karaosman, Dogan	Volger, John
Laws, Gregory	Willson Jr., Robert

# The Beginning

By Marvin McFalls

In celebrating fifteen years of the Renault Owners Club of North America, I have been compiling old articles from my archives. If you are a regular reader I came up with this idea last November when I traveled to California for our annual meet. I had hoped to interview club founder Howard Singer, as well as Jacques Lynn and some of the other members that were still around. Unfortunately Howard was out of town, and I haven't been able to get back to California to put this story together. So as 2006 comes to a close I figured I would do the next best thing to telling the story of how the club began, here is the story of how I joined club.

It really began back in 1996 when Marty McKee and I started our Renault parts business. Marty introduced me to Ken McDowell and then to Sam Stuckey. To say the least my life hasn't been the same since that day I met Sam. We became fast friend and over the next year, Marty and I hauled more than fifty Renaults to Sam's family farm in Halls, Tennessee. In late 1997 as we had begun to establish a customer base, Marty and I came up with an idea of having a celebration. As it happened 1998 would mark the 100th Anniversary of Renault building automobiles. While at that time we were virtual unknowns to the Renault Club and they to us, our biggest resource was this "Johnny Come Lately" called the Internet.

Every day after work I would drive home as fast as my little Renault would go, and I would stare at my computer screen to the wee hours of the morning. It wasn't long before I found the Mecca for Renault Fans. It was called Katriina's Renault Center, and off all things it was located in Sweden. Katriina had her website as well as a message board where you could post any request you liked. By late 1997 we were receiving part requests literally from all over the world. So in the fall of 1997 I posted an open invitation to Renault Owners around the world to come to Lenoir City, Tennessee, to celebrate Renault's Centennial.

Over the next twelve months I talked to hundreds of people many of which were members of the club. Of which one was more persistent than any other. The man I speak of was Stephen Grover. At that time he was the Editor of the Renault News the little Bi-monthly rag of the ROCoNA. We wrote each other back and forth over the next year. As Stephen didn't pull any punches, I became quite familiar with the club and his opinion of many of the officers. As 1997 turned to 1998 and winter, turned to spring, turned to summer and the event continued to near I continued to hear from more people. By the middle of August I was expecting twenty to twenty-five cars would be in attendance for the first ever Renault meet East of the Mississippi.

As September 12th and 13th finally arrived we only had eleven cars take part, as well as seven members (or couples) represented the Renault Owners Club of North America. What the event lacked in numbers it made up for in spirit. As I believe I mentioned in a previous issue I met two of my best friends that weekend as well as several other members that I still consider friends today. To say the least there were some characters. Beside Sam, Marty, and Myself, we also had several of our customers including Mike Dickerson, Dave DaVaney, Ed Grissom and Ken Gladyszewski. While the Club was represented by Stephen, Jonathan Burnette, Brent Bartley, Phil Ross, Fred Sahms, Ken G. and Andres Weil.

After that weekend I was certain of two things that we would have another meet the next year, and that I was being recruited by Stephen and the club for membership. While I resisted for a while longer, I did my first article for the newsletter before the year was up, and sometime in early 1999 I became a card-carrying member. By that time the rift between Stephen and nearly all the club officers was too great. By the summer of 1999, Stephen handed over the Editor duties to me and by the end of the Millennium he was gone from the club. My transition from New Member to Editor to Officer took place over the summer of 1999 and until now I haven't really looked back. There were some major bumps in the road that Stephen had left, and for a short time I had to resign my position as Editor in 2000. By 2001, Jacques, Kurt, and myself formed a pseudo board and put the club back on track and we have continued to work together ever since.

At this point I could look back and wonder what would have happened to the club if I hadn't come along when I did, but I prefer to look at it as what would have happened to me if I hadn't found the club? The club has been very good to me. My affiliation with it has allowed me to travel all over the world and meet other Renault enthusiasts. I hope that 2007 can be the year I can rededicate myself to this commitment, as 2006 has been a particular tough year in my personal life transitioning from being employed to being independent and running my own business. It seems I am happiest, when I am with my family and my Renault family; my resolution for 2007 is to do more of both. So I hope in the next few months to schedule and be able to take part in more events next year.

So there you have it! At least the edited, fit for print version of how I joined the club. Like everything I do, drama seems to follow me. Though I bitch and moan that I would rather have a boring so called normal life, truth be told, I just wouldn't have it any other way. ●

# The Road to Lenoir City

Original story by Stephen Grover, preface by Marvin McFalls

**S**ince I wrote the story of how I joined the club, I pulled out the October 1998 issue to recall our first meet. I decided for this issue's reprint I would include the story of Stephen's drive from Canada to the meet. I also went into my archives to pull out some photos that weren't printed with the original article. I hope you enjoy them.

I-75 runs the length of the United States from the Canadian border at Sault Ste. Marie to South Florida. Along its 1850 mile length are many large cities and well known places -- Detroit, Cincinnati, Lexington, Knoxville, Atlanta, and Miami just to name a few, along with our destination, Lenoir City. It is late summer and I am heading south to a Renault meet in Lenoir City, Tennessee in one of my R16s, so I am taking the Ambassador Bridge at the Windsor/Detroit border crossing.

I planned to leave at 2:00AM on Friday morning, allowing plenty of time for rest stops and to arrive early to meet up with Ken Gladyszewski at Findlay, Ohio. But it is 3:00AM before I am ready, and then, when I plug in my brand new thermoelectric cooler, I find the cigarette lighter socket doesn't work! (One of the hazards of being a non-smoker) But I can't afford to waste all this food and drink. So in 45 minutes I have another socket jerry rigged under the dashboard, and I am off. Heading for the longest undefended border between two countries in the world, I remember that more than once, after gaining their independence, the Americans tried to invade Canada. The US and Canada are nowadays the world's largest trading partner, so I am surrounded by large trucks as I cross, although it is 6:00 AM I still have to go through the drill at the border. After answering all their questions I hear, "Drive On"

After the clean, quiet farming country of southwestern Ontario, the dirty industrial suburbs of Detroit are a contrast. In a few miles I am back into rural surroundings as I pass into Ohio, and soon I am dozing and snacking in a rest area waiting for Ken G, from outside Cleveland, to join me in his Subaru Justy. In spite of Ken's persistent and thorough efforts in contacting all club members along our route there will be just the two of us in our convoy. Others from the area will be going, but will make their own way there.

As we pull off for gas near Dayton approaching midday we have no idea of the tragic drama unfolding close to our destination, several hundred miles to the south of us, on I-75, that was to have its consequences for us too later that day. As the Knoxville News-Sentinel headlined the next day "2 die in fiery pile-up on I-75." Apparently at 11:00AM a tractor-trailer rig slammed into traffic stopped for construction just north of Knoxville.

In total ignorance of the above, 8 hours after the accident, we arrived in the vicinity of the crash scene, and were brought to a standstill by the still massive traffic jam. For over an hour and a half we idled and inched forward about two miles to the intersection where police were still diverting traffic. There were no signs. We could easily have got lost, but for friendly help of locals, who's sensing our problem, offered to lead us back to the highway. So it was close to midnight before we checked in at our motel in Lenoir City. I had driven 680 miles to get here, and Ken almost as far. But two members even drove further. Andres Weil, coming up from Miami in his Nissan, and Jonathan Burnette who drove his Fuego across from Austin, Texas, all of 1050 miles away, to attend the event.

On the late Sunday afternoon two days later, I was heading home again, this time grateful to be able to follow Mike Dickerson and his father Will in Mike's Fuego. At Cincinnati we parted ways as they turned east for Lancaster while I carried on North. After sleeping for a few hours and replacing a splitting rear tire near Dayton, I recrossed the border into Canada - a long trip, in constant traffic, but well worth it to meet up with some Renault enthusiasts. Thank You, Marvin. ●







## The Road to Lenoir City





# Saying Goodbye to an old Friend

By Marvin McFalls

**A**fter nearly a decade of ownership, I said goodbye to a dear old friend the other day. With some regret I sold my beloved Renault Caravelle S. Since taking the car to Mid-Ohio in 1999 it has spent most of its time in my garage with an occasional drive on sunny day. In 2003 I decided to send her into the body shop for much needed face-lift. Unfortunately I didn't have any luck with getting the necessary repairs and after about six months I brought the car back home. At this point all the chrome and trim had been removed from the car so it wasn't exactly road worthy. At the time I was working sixty to eighty hours a week so I never found the time to finish the repairs myself, so it sat until last summer.

One day, my good friend Sam Stuckey called and said he had someone at the farm interested in buying a Caravelle. At the time I hadn't really even considered selling the car, as it turned out it was a rainy day, so I closed down my booth at the flea market and went to meet up with Sam. This was the first time I met J.T. Payton. J.T. like myself was an AMC enthusiast who had somehow become interested in Renaults. We sat down for a meal and began to talk, after getting our fill we headed over to my house and J.T. got his first look at my baby. Although the car was quite dusty, and partially disassembled he liked the car immediately. So we discussed a price and he told me he wanted the car, all he had to do was come up with money.

As usual with any Renault story it didn't end there. Every couple of weeks he would call me and discuss different things

about the car, then one day last fall he asked me about my Dauphine Gordini. Sam had showed him the car when he originally came to visit. After much negotiation we worked out a price for both of the cars. Since his daughters really wanted to drive a car in the upcoming Christmas parade, he decided to buy the Dauphine first. So last November he came down and picked up the Gordini, and then I didn't hear from J.T. for many months.

Out of the blue one day this Summer I finally heard back from J.T. The reason I hadn't heard from him was that he had fallen on hard times, and had lost his house. However he told me that he definitely thought the worst was behind him, he had gone back to work for his former employer and that he planned to start sending me money on the car in the near future. After a few more call he arrived at my house one evening in early November. He made his first installment on the car, and as usual I didn't hear from him for about three weeks. The night after Thanksgiving he called and told me he had the remainder of the money owed and we worked out an arrangement. On the following Monday morning J.T.'s brother Jerry came down and we loaded up the Caravelle, after a fifteen months the car had officially changed hands.

I was very sad to see my baby go, but I just didn't have the time to dedicate to bring her back to showroom condition. I hope J.T. is more successful than I have been with restoring her. Hopefully when the car is completely restored he will bring her out to one of our meets. Good Luck J.T. and so long old friend. ●



# We are the Champions Again!

By Marvin McFalls

**W**ow, what a roller coaster ride! Starting off the season with three straight victories and seven of the first nine events led to a commanding lead in the Driver's and Constructor's Championship. After that impressive victory in Canada it would take Renault eight more Grand Prix before they would return to the top of the podium. This more than three-month dry spell led to a down to the wire chase for the championship with a revitalized Scuderia Ferrari Marlboro Team.

But before we get to the nail-biting climax let's return to lowest point of the season. It had to be in Indianapolis, where Ferrari with superior Bridgestone rubber nearly lapped the field. After last year's fiasco with none of the Michelin runners competing, this year's event was the start of a trend. It was an unfortunate trend where Michelin wasn't able to provide Renault with the tires they needed to remain ahead of Ferrari. If this wasn't bad enough, next the FIA banned the counter balance Renault had been using in the nose of their car for nearly eighteen months. Many conspiracists felt that Ferrari was somehow involved in getting the technology banned.

Needless to say Michael Schumacher backed up his victory in America, with wins in France and Germany. Going into Hungary Ferrari looked to move in for the kill, but the weather turned to rain, and all of sudden Renault was back up front and Ferrari was struggling with their tires. As the race continued the rain ended and as the track dried out the teams changed to dry tires with only a few laps remaining. As if on cue, Fernando Alonso gave up the lead to get new tires and as he came out of the pits he had a wheel nut fail causing his wheel to come off and crash. At the same time Michael Schumacher decided not change his tires and his car was much slower than the BMW with dry tires. As Nick Heidfeld passed the Seven Time Champion, Schumacher's car was damaged in a collision with one of Heidfeld's rear tires. As it turned out an opportunity for Renault to expand their lead in both championships turned into a single point scored by Ferrari's second driver Felipe Massa, while Jenson Button won his first Grand Prix victory.

Turkey was the next circuit on the schedule, and it would become the second race in a row with a first time winner. However this time the winner drove a Red Ferrari as Felipe Massa put together a perfect race and drove away from the field. However there was a small victory for Renault in Turkey as Alonso finished second ahead of Schumacher extending his lead in the drivers standings while the team lost ground to Ferrari in the Constructor's Championship. This was all the momentum Ferrari needed heading home to Monza for the Italian Grand Prix.





Back to those conspiracy theorists as in qualifying Fernando Alonso was penalized for supposedly impeding Felipe Massa during a qualifying attempt. While most thought if anything Massa might have gained an advantage from drafting behind Alonso, but none the less Alonso was forced to start tenth. As the Italian Grand Prix began Alonso made a run for the front but unfortunately his engine expired for the first time in two years. It looked to be a catastrophe but using a one stop strategy Giancarlo Fisichella was able to salvage a fourth place finish. With Schumacher's win in Monza Alonso lead in the Driver's Standing was sliced to only two points. As for the Constructors Standings for the first time in two years Renault now trailed by three points.

After a three-week break the Championship challenge was again on as the teams arrived in China. Renault looked to have picked up the pace as Alonso scored his first pole position since his last victory back in June. During the race, while the Renault showed improvement, Michael Schumacher went on to win the race. However in the battle of the second drivers it was all Renault as Giancarlo Fisichella finished third while Felipe Massa did not finish. This led to a shakeup in the Constructor's standings with Renault now back on top by a single point. While the Driver's Championship was even. After sixteen races both Alonso and Schumacher had 116 points.

If all this wasn't interesting enough after the victory Michael Schumacher announced his retirement following the season. So going into the final two races in Japan and Brazil it appeared that both championships would be contested until the final lap. Needless to say at this point most prognosticators were picking Michael Schumacher to win his Eighth championship and ending all questions weather or not he was the greatest driver of all time. Being that Michael had one more victory than Fernando he had the tiebreaker so as long as the two remained even in the standings Schumacher had the upper hand. Most writers had already written the fairy tale ending to the story when the teams arrived in Japan, it was now just a matter of filling in the facts.

When the cars took to the track it was apparent that Bridgestone had a huge advantage in qualifying over Michelin as both Ferraris and shockingly both Toyotas out qualified the Renaults. As the race began it turned out the advantage wasn't as great. As the first pit stops came and went Alonso was able to get past the Toyotas and he began to make up ground on the Ferraris, after the second stop Alonso came out ahead of Massa moving into second position. At this point the Championships were within reach for Ferrari. That is when destiny, luck, karma, or whatever you prefer to call it stepped in. For the first time





in five years Michael Schumacher's Ferrari engine expired in violent fashion. Just like that the closest championship chase in nearly a decade was all but over. Fernando Alonso cruised home to his first victory since Canada and a ten-point lead in the Driver's standings. While the lead in the Constructor's chase was now nine points.

Once the teams reassembled in Brazil it was only a matter of time before Renault and Fernando Alonso would have their second championships. Qualifying didn't go well for Schumacher as he was forced to start from P10. While Alonso only mustered a fourth place start, all he had to do finish in the points and the Driver's Championship was guaranteed. As if a changing of the guard was taking place at Ferrari, in his home Grand Prix, Felipe Massa was able to capture the pole and in the race he cruised to an easy victory. Fernando had an uneventful race moving up to second place well behind Massa. Michael Schumacher ended his career with a respectable fourth place finish, arguably the greatest racer ever. While he didn't get his storybook ending, Schumacher showed the skills that had made him a champion. After last season's miserable season with only one win, he retires near the top of his sport. In the final standings Alonso won by thirteen points. As for the Constructor's title, Massa did all he could by winning the race but Renault won by five points.

This Brazilian Grand Prix will not go down as one of the greatest races ever, but it will definitely be a turning point for both Ferrari and Renault. After more than a decade Ferrari will have to replace the best driver the sports has ever had, and Renault has to replace the youngest champion in F1 History. It seems unlikely that Renault will be able to remain atop the standings without Alonso in the cockpit, but considering they have half the budget of most of the other top teams their tremendous success over the past two seasons must be attributed to more than just one man. Who knows what the 2007 season will bring, but rest assured Renault will do their best to defend their championship. ●





# Mégane F1 Team R26

By Marvin McFalls

**T**o celebrate its second title in the F1 Constructors World Championship, Renault will offer a new version of the Mégane Renault Sport - the Mégane F1 Team R26. Its distinctive lines reinforce its positioning as a true sports car. The special F1 Team R26 combines a Cup chassis with completely new settings and a limited slip differential for even crisper handling. It features a new 230 hp turbo engine and Brembo brakes making it one of the highest performance hatches on the market. The Mégane F1 will be positioned as the flagship of the Mégane family of cars, and with the name F1 on the car it will definitely be held to high standards. While it is nowhere near the class of a McLaren F1 super car from many years ago, it however should be able to carve out a niche for itself. It definitely fits into the concept Renault strives for of putting together a quality product with race inspired performance, but at a price that is attainable for more than just the rich.

The Mégane F1 Team R26 is distinguishable from other Méganes Renault Sport models thanks to unique graphics on the bumpers, doors and roof as well as the red brake calipers. It is equipped with the same chassis as the Mégane Cup racer and comes with 18-inch alloy wheels and it comes with the exclusive Liquid Yellow paint color. Inside it features Recaro seats and a numbers plates similar to the one you would find on the chassis of the World Champion R26.

Mechanically the biggest difference has to be the limited slip differential that guarantees impeccable traction no matter the conditions. Today limited slips are common feature on competitive cars both in rally and F1. While torque steer is quite common with limited slip, due to the independent steering axis front suspension of the Mégane F1 it not only minimizes torque steer but it also permits the driver to benefit from the extra traction for better handling. On the track recently the Mégane F1 blew away the standard Mégane RS by nearly a second a kilometer.

I hate to keep beating the Renault drum but one of these days the rest of the car world is going to have give them there due. While there are many Japanese cars on the market that feature more horsepower for the money, on the track the Mégane F1 should be able to hold its own against them as well as some of its higher priced European brothers. I believe the Mégane F1 should be able represent the World Championship Renault F1 team both on the street and on the track. ●



# Mégane GT

By Marvin McFalls

**R**enault adds another feather to its cap in the ever-growing high performance compact car market. With the Mégane GT. Mégane GT is available in coupé and hatchback versions boasting a smart, sports-inspired interior in keeping with the assertive exterior design. The car should meet the demands of customers who seek driving pleasure but at the same time no compromise in overall comfort. The GT comes with either a 165 hp 2.0 liter gasoline engine or a 150 hp 2.0 liter diesel engine. The GT will replace the Dynamique trim version that featured the same power train without the sport inspired suspension and trim package.

The high-performance compact car segment is currently booming across Western Europe, and especially in diesel line. Back in 2002 only about 2 percent of the compact cars sold featured diesel engine that produced between 140 and 160 hp. Today they make up more than 20 percent of the market and they are growing every day. Renault looks to take a bigger bite of this market of which they are already a player with models like the Clio RS and the Megane RS.

Some of the features that set the GT apart from other Meganas include: attractive rear spoiler, Chrome finished radiator grill surrounds on the front bumper, side skirts, hatch airfoil, special 17 inch aluminum wheels and a dual chrome finish central exhaust outlet with dual pipes. Oh I almost forgot the "GT" badge on the rear deck. Speaking of the "GT logo" It is also on the center of the leather steering wheel.

To me it looks like Renault has hit the target again. They appear to have a very fun car to drive that is also an excellent day in day out daily driver. After all the other successful models they have come out with in the last decade we should not be surprised when they pull out another winner, but they seem to have a knack to continually keep evolving their line winning over more customers and market share in the process. I guess that is why they are #1 in Western Europe, and maybe one day they will bring their incredible engineering and designs back to the U.S. ●





# Dateline: DETROIT, BOULOGNE-BILLANCOURT, TOKYO

October 4, 2006, by Marvin McFalls

**G**eneral Motors, Renault and Nissan said today that they had agreed to terminate discussions regarding a proposed alliance among the three companies. The parties mutually recognized that significant aggregate synergies might result from the alliance. However the parties did not agree on either the total amount of aggregate synergies or the distribution of those benefits. Based on its conclusions, GM had proposed that Renault-Nissan provide compensation as part of a potential alliance and for potentially precluding GM from entering other alliance opportunities if Renault-Nissan had made a significant investment in GM. Renault and Nissan consider that the principle of compensation is contrary to the spirit of any successful alliance.

So as this reporter suggested after three months of inflating their stock prices on the speculation of an Alliance, GM ended talks of an alliance, and they even had the nerve to suggest Renault and Nissan pay them for the privilege of doing business with them. While I don't find this surprising, isn't this the kind of arrogance American's accuse the French of having?

During the three month that followed Kirk Kerkorian's suggestion of GM joining Renault and Nissan, various stories were written claiming that GM was having better than expected sales so maybe they weren't as bad off as most analysts predicted. I also read statements from various

dealers throughout the country vehemently opposed to the idea, because they are so used to The General carrying the weight on their line of overpriced automobiles. If GM has to continue to pile on incentives, rebates, and 0% interest financing on top of all these employee buyouts and early retirement packages they are now having to pay for they

will have to start using the word lay-offs instead of downsizing and bankruptcy instead of restructuring.

While I am not suggesting that GM is going out of business, what I do expect from the General is continued growth in their Isuzu and Suzuki lines as well as more badge engineering with Opels, Holdens, and especially Daewoos wearing bow ties. Other than trucks and SUVs they are going to find it very difficult to manufacture automobiles here, especially in Detroit.

I believe GM's days on top will officially end in January when annual sales are announced and Toyota outsell them, unless they go crazy and start an end of year spectacular, that will give them one more year on top, even if it is only on paper. In the end GM will come to understand it doesn't matter how many cars you sell, but how much profit you make selling them. In an industry where profits are often times measured by a fraction of a percentage point they may regret not getting involved with two of the most profitable. So *au revoir* GM and *sayonara* GM, this ship has sailed. ●



## Club Alpine Mexico Last Quarter Events

By Francisco Miranda

**W**e were invited to the Porsche Club "Classic Show" on November 11 & 12 and we display seven cars. This event took place the same day as the International Cart race so many people just did not showed up. We parked just in front of the Gordini Sport Club, so the attendees to the show could have a nice view of several Renault and Dinalpin together. We displayed the following: Three Dinalpin A110 Berlinette and one GT4, Floride, Dauphine Gordini and a Fuego. It was definitely a very nice event held at the elegant infield of the Hippodrome. Porsche displayed every model made and they even brought classic racing cars, like the one Pedro Rodriguez raced, and that now belongs to a German museum. A top quality show was put together. Congratulations! A prize ceremony was held and both clubs voted on the best in class. We elected the following:



1. Roberto Wolf - Dinalpin
2. Carlos Calvillo - Floride
3. Francisco Miranda - Dauphine-Gordini

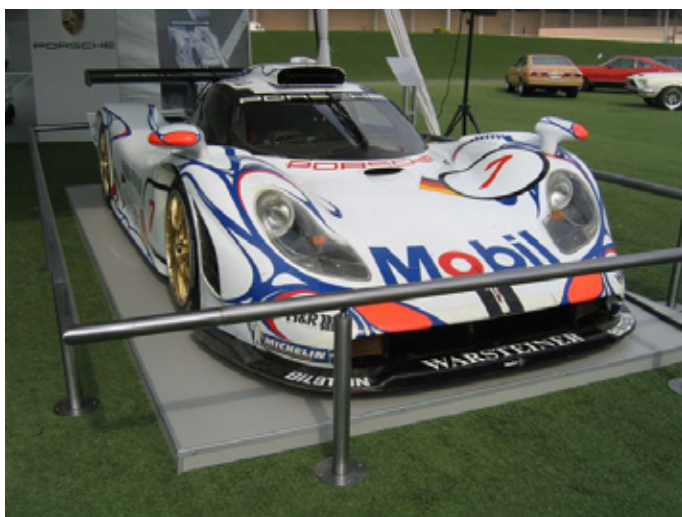
Thank you Porsche Club for such a nice and interesting event and we hope to be present next year.

Then on Sunday December 3rd we were invited by the Gordini Sport Club for their "Annual Concentration" Juan Antonio and Carlos Calvillo, Tomás Marin, Lorenzo Sendra and I, represented the Alpine Club with Dinalpin, Floride, Dauphine-Gordini and Tomas' R8S.

Garza mounted the same display we had on Huixquilucan to decorate the area. We showed only 5 Dauphines, as Miguel could not take his cars (he is living in Puebla now), and also he could not import in time the 2 Dauphines he has in Germany; Pepe Ramos was out of town and Ángel Gómez could not make it. Maybe next year we can organize a "Welcome Party" when Miguel finally gets his beauties in town. We cut the Dauphine Cake again this time and said cheers with a nice Rioja wine (Spain) along with some "tapas" or chorizo and assorted sausages stuffed sandwiches.

The concentration was very crowded, with 40 cars on display on the parking lot of the Museo del Automovil (Automobile Museum) and on the street at least other 50 coming and going. The usual parts bazaar as well, with many mechanical and accessories, was much visited. We gratefully thank Miguel Cacheux and all the friends of the Gordini Club for the invitation and for having a great time.

I hope you enjoy the pictures.





## Mexico: Gordini Sport Club "Annual Concentration"





# Best of France and Italy 2006

By Kurt Triffet

**T**his year's Best of France and Italy show at Woodley Park in Van Nuys, CA was, as always, a lot of fun.

Sunday, November 20th was a beautiful, sunny day in Southern California. Club member, Joe Hernandez, once again, organized our yearly breakfast at Jerry's deli. Dene and Pat Barrett (In 2CV Citroën) came down from their mountain retreat with Jacques Lynn and Sharon Desplaines (in his 4CV, Butterpat). I managed to defeat the Conejo Grade coming up from Ventura in my Caravelle (Hey, I was faster than a couple of the trucks). Joe came in his always pristine Caravelle. We were met by Jim Miller, with his friend Melinda in his very nice R10. A few other friends also came along, among them, Larry Peacock and Shin Yoshikawa .

After a hearty meal, plenty of coffee and a great get together, we paraded off to the show.

The show had a huge turnout of all cars French and Italian. Renault, Citroën, Simca, Delahaye, Fiat, Alfa, Ferrari, Lamborghini & more – a great selection of the kind of old cars you can see around Los Angeles.

We were joined at the meet by Jonathon Burnette (all the way from Texas after dropping off a car in L.A) and former club prez Chris Davidson.

Tonight Show host and enthusiastic car buff, Jay Leno, showed up in a newly acquired Fiat Topolino (a profile on him and his car are in the January issue of Hemmings Sports and Exotic Car Magazine). He always manages to come over to see Jacques' 4CV and always mentions that he used to race one when he was younger.

A people's choice judged event, the most unique car went to a 1950s Simca Presidente (the upscale version of the Versailles) fresh from the dock after having been purchased in France. Besides the odd orphans (Eastern European cars) there were also a couple Volvos this year, both P1800s, one heavily customized.

There was also a couple from Mexico who showed up in a brand new Peugeot 206, to show us all what we are miss-





ing by not having any new French cars in the U.S. As the weather got into the 80s, people really started to pack the place in. With all the car shows proliferating the country featuring hot rods and muscle cars, I think people get a real kick to come out and see cars they'd never see otherwise. ●













*From club member  
Chuck Hirsch*

*"Picture of Chuck (age  
8?) and Paul (5) Hirsch  
atop our 1951 4CV in  
Paris. Mike Self guessed  
it was a '50-52 model  
1062."*



Renault Owner's Club of North America  
13839 Hwy 8 Business  
El Cajon, CA 92021