

RENAULT NEWS

83
Spring
2007



Mini Renaults

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Renault Owner's Club of North America

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New Members

US\$15 for 1 year online membership: worldwide

US\$20 for 1 year postal membership:

U.S., Mexico & Canada only

Join online at www.renaultclub.us/join

Or send payment, along with details about your cars to:

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

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Renewals-Registry Information and Address Changes

Renew online or mail payment to:

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Classified Ads

Place ads online at www.renaultclub.us/ad.html

Or mail brief ads to:

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Williamson, Roger

Yant, Lesa

Treasurer's Report

July 1, 2006 TO DECEMBER 31, 2006

Beginning Balance:

checking account	2768.97
savings account	5885.57
total	8654.54

Income:

membership dues:	
cash	1224.00
paypal transfer	2075.26
back issues	0.00
donations	0.00
advertising	0.00
interest income	47.97
total	3347.23

Outlay:

postage	386.48
printing	691.10

copying	5.17
supplies	170.32
advertisements	510.02
other	150.00
website	89.70
reimbursements	30.00
newsletter	1,190.00
total	3,222.79

Ending Balance:

checking account	2845.44
savings account	5934.82
total	8780.26

Income less Outlay 124.44

Ending Balance less Beginning Balance 124.44

Sharon Desplaines. Treasurer

Renault Sales

by Marvin McFalls

2006 could be best described as a year in transition. Sales were off 4 percent from 2005. While Renault Nissan sales were 5.9 million off 3.6 percent from last year. For Renault it was a very tough year in Europe, Renaults largest market. Sales were down 8.7 percent in what could be best described as fiercely competitive market. While overall sales were off, however the companies operating margin was met mainly due to cost cutting efforts where purchasing costs were reduced 4% and administrative expenses were down 3%, as well as a year-on-year drop in warranty costs of 30 percent. These figures are in line with the Renault's Commitment 2009 strategy. Under Commitment 2009 Renault plans to become the most profitable Automobile manufacturer in the world.

Outside of Europe Group sales were up 8.6%. This brought total sales outside of Europe to 30 percent of worldwide sales over 27 percent in 2005. In Eastern Europe sales rose 12.8% mainly on the success of the Logan in



Russia. While in Asia, Samsung Motors followed up much improved 2005 with a Modest two percent growth in 2006. While Alliance partner Nissan sold just under 3.5 million vehicles worldwide, which was slightly less than its 2005 totals. With total sales under 6 million vehicles Renault Nissan had a 9.1% global market share ranking them fourth in sales worldwide.

Where Renault seems to be really lagging behind is in Latin America and the Far East. While GM had one of its worst years ever in the US, it sold One million vehicles in Latin America and over 800,000 in China. While overall, Latin America has been very successful the one black eye is Mexico which I will discuss in a separate article. On the other hand in China Renault only sold a little over 3000 cars. I understand they can't force the Chinese Government to let them build Logans, however they need to find a manufacturer to partner with there ASAP.

2007 should be another good year for Renault, with production of Logon and the new Logan Van continuing to grow especially in emerging markets like Eastern Europe, Russia, and India. While in Europe they have already launched new models including the much anticipated Twingo, Laguna sedan and station wagon as well as Renault's first crossover vehicle, with more models expected as the year continues. Analysts predict that the first half of 2007 will be a little slow but that the year should end strong and that Renault should be able to meet their profitability goal of 3 percent. ●

Terry, Judy and Brad's Excellent Adventure

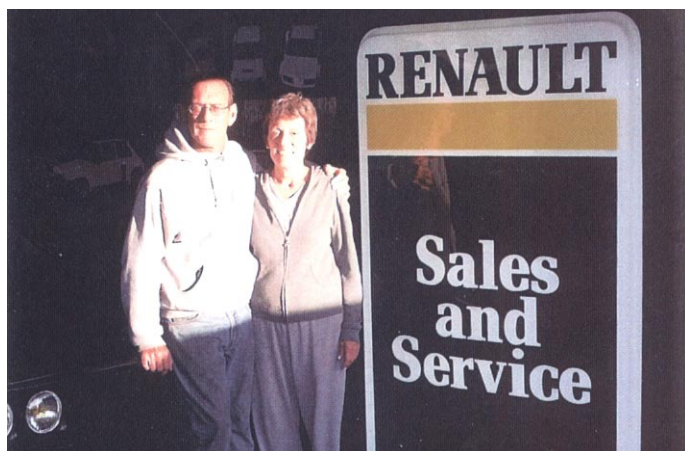
by Brad Stevens

It seems some things work out on their own. My brother and I had planned to drive to Road America for the vintage races in his Shelby GT-350, but he had another commitment. So I called Terry and he said Fly out, you already have your room, so I went online and booked a flight and just as in 2004 Terry picked me up in the world's cleanest R17 Gordini. Everything seemed the same. When we got back to their place, Terry displayed his newest addition, a 4-door R5 he purchased in California. What a neat little blue LeCar. He added his wheels from the former red car, which went to the crusher. As the pictures show, his cars are impeccable. His garage is a treasure too! As the day went on he gave me instruction on the Gordon, for he informed me, that I would be driving it to the track. Judy would drive the 310 GT and Terry would helm the R5 Turbo II. Judy prepared a delicious dinner and then it was early to bed, as dawn would come early.

The drive from their home isn't too bad if you are born and raised in the city, but I am pretty rural, and driving somebody else's prized possession through morning rush hour traffic gives one concern. No problem, we arrive safely, get our tickets, and Terry and Judy get their cars teched. Lance McDonald shows up and the party starts. Terry and Jerry Gordon rent a tent to display their cars and Jerry brought his beautiful Black Ferrari, this weekend was going to be great. A little later Terry introduces me to his friends Linda and Daryl O'Rourke, who own a Peugeot 505, though not an Alpine or a Renault, it is still French and that is all right with us.

Saturday's qualifying brings some problems with Jerry's racer. It seems the clutch has problems. Everyone pitches in to help Lance pull the motor. Daryl did a lot of grunt work, Jerry better add him to the payroll. I know Lance appreciated his help. We all did!

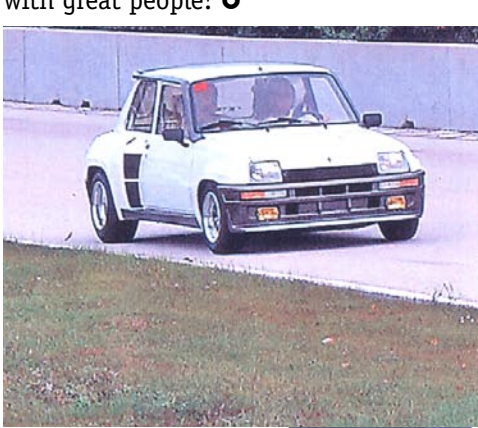
During the noon hour, is when display cars can do some hot laps on the track. Daryl rode with Terry in the Turbo and Linda with Judy in the A310. I elected to stay and take some pictures from trackside. It is quite a site to see these two beauties ripping around. When they came off the track, there was always somebody coming by tent.



Saturday night's dinner was at this beautiful resort. With cocktails and a charity car show the evening is set. The food was great, ask Lance, he had several desserts. I know so did I.

Sunday's weather held, though Jerry's new clutch did not. Bob Youngdahl did well, while he didn't bring his A110, but his 1964 Elva- Porsche with an updated 911 six-cylinder engine in an 1150 chassis was very strong. Yves Boode made an appearance but he didn't race. He still has his A110 and of course his never ending smile. Other past owners Bill Lamber (R5T2) and Peter Taft(GTA), racing a Renault powered Lotus Europa also attend the Road America vintage weekend and all had a very good time.

That evening we headed back to the hotel and were hanging out by the pool when it began to rain so we decided to call it an evening. Monday's drive from Elkhart Lake to Morton Grove was not nearly as exciting, as the trip up. That night however we finished our adventure with a visit to Terry and Judy's favorite Greek restaurant. I can't say enough about their hospitality. It was a great time with great people! ●



La Gala del Automóvil

By Francisco Miranda

On the 10th and 11th of March, the Gala del Automóvil was held for its fourth consecutive year. It took place at the ecological parking of the Campo Marte. As last year event, it was very busy and crowded, especially on Sunday as expected. We were not very lucky, as we had rain both days starting at about 3 PM, so many people left early. This year there was a parts bazaar and also an area for classic cars to be sold .

The Alpine Club was represented with 7 cars: R8S Tomas Marin (this year winner), A110 Berlinette Roberto Wolf, A110 Berlinette Juan Antonio Calvillo, A110L GT4 Alejandro Cortés, A110 Berlinette Adrian Duarte, Dauphine-Gordini Francisco Miranda, Florida Carlos Calvillo.

Two other Renault clubs, plus the participation of the Grupo Auto Francés, made Renault's presence very well supported. Some 40 Renaults in total, contributed to the event's French Flavor. Most cars were gathered at the same location, although some 3 or 4 were parked in other areas. It was quite a nice view! Something interesting to see was the first Dinalpin ever made, although it is modified to the last models' 4 headlamps front. It seems the owner will restore it to its original condition. Let's hope so.

In all about 500 cars were registered and we were delighted to see those beautiful Volvo, VW, Porsche, Mercedes Benz, Ford, BMW, Messerschmidt, Citroen, Peugeot, etc.

We thank the organizers for putting up such a nice event. ●



Mexico: La Gala del Automóvil





Miniature Renaults

By Marvin McFalls

Ever since I was a child I have loved cars. Back then I had quite a collection, we called them toy cars or Matchbox or Hot Wheels. Nowadays that I am so much much older I call the diecasts or miniatures, being that it socially inappropriate for a man of my age to own more toy cars than he did when he was child. Anyway it turns out I am not alone. Louis Renault's brother Marcel built toy cars before his brother built his 1898 Voiturette. It also turns out the first manufactured toy Renault was the 1902 racecar Marcel drove to victory in the Paris to Vienna road race. Next came the 1903 Paris to Madrid winner driven by Louis Renault followed by the 1906 model of the first ever Grand Prix winner. The next famous Renaults to me miniaturized were the taxis made famous in the Battle of the Marne and the FT17 Tank.

In those early years many different toy companies built Renault models but in 1934 Renault signed a contract with CIJ for an official range of Renault model cars. For the next thirty years they made miniature Renault in varying sizes. After WWII they decided to compete with Dinky and build a line of 1/43 scale models. Within a few years they produce the whole line of Renaults in the 1/43 scale. When CIJ went out of business in 1964, Ironically it was Dinky that produced the first model of the R4 that was introduced that same year.

By the 1970s toy manufacturing underwent many changes. Since then the toy have become more realistic, and production has been moved to Asia for the most part. Today when Renault is in the process of designing a new

A century of DREAMS



Caudron-Renault plane
Renault took control of the plane manufacturer in 1930.

Clockwork launch
In the 1920s and 1930s the company's diversity was at its height.



Nervasport
The so-called "record-breaker" made by manufacturer CIJ.



R3040 tractor
from the 1945-1965 period.



Vivasport
CIJ's miniature metal version. In 1934 the quality label "Renault Toys, Toys of France" was created.



TN4H Parisian bus
A legendary means of transport, but without the famous open platform at the back.



Toys of France
made by the CIJ company, which ceased trading in 1964. Shortly beforehand, Dinky Toys had brought out a model R4 at the same time as the real car.

Pick-up A
miniature from
Mali.



Dauphine "Magpie"
The famous black-and-white
police car from the late
1950s.



Alpine A442
from the Le Mans
24-hour race. This
remote-controlled
model dates from
the late 1970s.



Left:
a clockwork 4CV.
Right:
a remote-controlled
fire brigade R4.



model, Renault merchandising decides on manufacturer and then they are given access to the digital designs so they can mass produce the miniatures so they can hit the market at the same time as their big brothers, or sometimes even before.

To celebrate more than one hundred years of Renault toys a special exhibit was displayed at l'Atelier Renault from November 11th until January 7th of this year. Needless to say for a toy lover it was very disappointing I wasn't able to attend. I am sure everyone that did had a wonderful time. It doesn't surprise me that Renault has a collection of toys that is unparalleled after seeing their collection of cars. ●

Cars from club member Kurt Triffet's mini car collection



Ethanol and Renault

By Marvin McFalls

Back in the 1970's we were first introduced Ethanol in the United States. It was called Gasahol and it came out around the time of the gas shortage. It was mixture of 85% gas and 15% Ethanol made from corn. At that time I lived in Illinois where they grow a lot of corn so many gas stations began carrying it, but once gas settled back down to around one dollar per gallon it disappeared. It just wasn't cost effective. Since then Ethanol has been used as a fuel additive. Ethanol is 107 octane, so it slightly improves engine efficiency and performance. Many racers use it instead of high octane racing fuel because it is cheaper. After Katrina when gas went up to three dollars a gallon, the idea of Ethanol in passenger vehicles was reborn. Over the past few years Ford, GM and other manufacturers have begun selling E85 vehicles that will run on Gasoline or a mixture of Gas and Ethanol up to 85%. The good news is the Flex Fuel technology only adds about \$700 to the cost of a vehicle, which is very affordable.

However there are many problems with Ethanol, it can't be transported by pipeline as it leaves a residue that wouldn't be cost effective, so it must be trucked making it more of a regional fuel where corn is plentiful. It is also costly because each station that carries it will have to add a separate storage tank for ethanol. Ethanol can also be made from sugar cane, which isn't practical in the United States or Europe, but it has been very successful in Argentina and Brazil. For more than a decade cars have been built in Argentina that run on Ethanol only and over the past few years they have introduced HiFlex vehicles which will run on fuel containing from 0 to 100 % ethanol. The Argentine government decided many years ago since they didn't have a lot of oil reserves, they had to find an alternative fuel source. Being that sugar was plentiful and nearly worthless as a local commodity they committed to producing ethanol. It has been very successful and ethanol is a major source of fuel and is cheaper than gasoline.

While in Argentina ethanol has been a runaway hit, in most countries the natural resources aren't available to produce enough corn or sugar to make fuel that cost around the same or even less than gas. While in the United States we could grow enough corn to make ethanol a viable option, growing that amount of corn would also be a strain on our soil. Scientists are working on an option that would make ethanol viable worldwide. They want to use Switch Grass which isn't as hard on the soil as corn, but currently takes about five times as much to produce the same amount of ethanol as corn. So until scientist can find a way to more easily harness the energy from switch grass it will remain untapped.

Renault and Nissan have been very cautious in the alter-



native energy automotive boom in recent years. However they have begun to build both E85 and HiFlex vehicles. In Brazil Renault builds the HiFlex Clio, which will run on Ethanol, Gas or a mixture of both. While later this year they will introduce the E85 Megane. With gas more than \$6 per gallon in Europe alternative energy is always on consumers minds. Sweden has taken the lead in adopting the use of Ethanol in Europe. Currently 15% of new cars sold there are flex fuel vehicles. While Sweden itself can produce enough corn for a good run of squeezins (moon shine), they and the rest of Europe are preparing for an uncertain future when it comes to oil prices. By 2009, Renault plans that half of their gas-powered cars sold in Europe will be ethanol-capable.

While anything we can do to decrease our dependence on oil is good, none of the alternatives fuel vehicles currently being produced will greatly change it. Until lithium ion batteries can be produced at an affordable price to make true hybrid car, will we see a significant decrease in dependence on oil. Having a car that could easily reach 100 mpg on the highway and cost only 2 or 3 cents a mile to operate on short trips between charges. In the mean time we will hope that ethanol can continue to grow as a regional fuel alternative and the development of switch grass as a viable fuel. With the small amount of money involved in making cars capable of flex fuel, hopefully governments around the world will offer tax incentives to help promote the development of these vehicles. With the instability of the oil market we must do all we can. ●

A Day at the Race Track

By Francisco Miranda

On January 20th, the Club Gordini Sport organized a day at the track in Pachuca, inviting only 4 cylinder cars to participate in general tests (fast touring), trainings (for race cars), regularity rally tests, slalom and finally a demonstration of race cars, something more like a race I should say.

It was really a very fun day, where we were able to try our fast cars without the danger of running into the big cylinder cars that you usually find in this sort of training sessions. The whole day cost was \$50.00 US advanced or \$75.00 on site registration. It was carefully divided into the categories mentioned, so you had 25 minutes of track usage, then another stage started, and so on. We were able to participate in all stages, although we skipped the demonstration and the slalom, as we had to head back to the city at about 2PM.

As you can see in the pictures, very nice Renaults were gathered. Both street and race examples of different associations assisted. Juan Antonio Calvillo, Eduardo Wolf, Tomas Marin and I represented the Alpine Club. We spent a nice time full of adrenaline and hoping to have another day at the track soon. We thank our friends of the Gordini Sport Club for inviting us to such a well-organized event. Congratulations! ●



Mexico: Pachuca Racetrack



Renault in Mexico

By Francisco Miranda

I am very disappointed with the new Renaults. Service is so terrible, that I decided not to take my cars to the distributors any more. Just in case you think it just my experience that has led me to this decision, it is not only me, many people are even putting up signs in their cars complaining about the terrible service and price. I am sure Mr. Carlos Ghosn will have to take care of this, as many friends who bought Renaults are changing to other makes, mainly Japanese, because of these problems. Even sales are already down about 20 percent from 2005, and with so much competition I do not want to think about this, but if quality and service doesn't improve they could even go out of business.



With less than 15000 miles, I had to start changing engine and gearbox mounts, maybe the coils and adjust the gear lever as well on my Scenic. My wife's Scenic had a 37000 miles service, which includes changing the distribution belt, so it is expensive service. But unfortunately when I took it in they said the engine and gearbox rubber mounts needed replaced as well! and they also wanted to change some o-rings, brake pads, disc, etc. They gave me and estimate of around \$2000 usd I complained a lot with no results, so I feel very disappointed. "Another one bites the dust", said my friend Pablo Alcocer, who had to get rid of another distributor service, when they wanted to change the whole automatic gearbox (for something like \$6000 US). Another recording engineer friend has two Scenics, one like mine and the other only one year old. He suffered the same as I did with my wife's car, but he actually paid the enormous bill! Now he is selling the two cars promising never to buy Renaults anymore. He wants either a Mitsubishi or a Honda (or something like that) Another friend has a Megane Sport, and he tell us the car spends more time at the garage than with him. He does not risk taking the car even to Acapulco, fearing it will not make the 250 miles on the highway! Luckily he is a lawyer, so he sued the distributor and now every time he takes the car with another (or the same) fault, they compensate him with gifts. And I could continue listing with more stories, but I think you have a general idea of how bad it is now.

Lucky for me, Tomás already started learning the new mechanics and he will take care of my Scenics as well as the old cars. He also removed the automatic gearbox in Pablos Scenic, fitting a Kangoo manual gearbox and it works perfectly, even better for Pablo's use of towing his race R8. He also changed an engine in Alejandro Konstatonis Scenic. They never knew what happened, but the engine was completely destroyed on the highway. He already knows his way around. So, this time I have no nice words for the new Renaults.

Editor's Notes: I hope Renault will address these problems or they will be right back where we were twenty years ago. It just makes no sense to build these wonderful modern Renaults and use cheap parts that don't last and charge outrageous labor charges. I was so happy when Renault announced their return to Mexico, and I had hoped this would be stepping stone to a U.S. return, but if Renault isn't committed to selling the same quality of car they sell in Europe, and back it with good service they will not be successful. As usual Renault drops the ball when they get out of their backyard. I just can't understand after sixty years of failing to provide adequate dealership networks in North America why Renault keeps bringing over cars. I wish they would just once look at the model used by most Japanese manufacturers, and copy it. Believe it or not, it is possible to sell cars thousands of miles from home, and give the same level of quality and service you provide at home. ●

Logan MCV and Van

By Marvin McFalls

Introduced last October in Romania and now being delivered all over Europe is the Logan MCV or Multi Convivial Vehicle or to put it terms we can easily understand tall station wagon. It has rear doors similar to a cargo van, but four hinged doors, no sliding doors like a van. The MCV is the second of six models that will be built on the Logan Platform over the next few years. Built on the same platform as the Logan Sedan it longer and taller with seating for five or seven passengers. It features three engine choices 1.4l gas, 1.5l diesel and 1.6l gas. With a base price of around 12,000 euro it is by far the best value in its class. While it may be inexpensive, it still has all the safety features of its more expensive cousins the Renault Clio and Modus. By later this year production will reach 360 vehicles per day at the Pitesti plant in Romania.

The third model on the Logan platform is the light commercial version known as the Logan Van has also begun production. It is now in showrooms in Romania and will be available throughout Europe by the end of the year. The Logan Van is the much-anticipated replacement for the Dacia Pickup. Yes this is the same vehicle that Dacia has been building since the 1970s based on the R12 platform. Designed for delivering cargo to distances near and far over the next few years it will become common place on city streets all over Europe, and even some markets in Asia and Africa.

I look forward to seeing what other models will be built on the incredibly versatile platform in the years to come. I am not sure if Logan will meet the lofty goal of one million vehicles per year at its peak. However with only one model in production for most of 2006 they reached more than 200,000 models sold last year. Look out world here comes the Logan. ●



Kangoo and R4L

By Francisco Miranda

I recently received a call from a friend of mine who works for AutoExplora Magazine, he asked me for the use of my R4L for a photo session.

My R4 was featured along side the soon to be released here in Mexico, the passenger Kangoo. I enjoyed driving the Kangoo it as it very spacious, very R4L like, being that it is very "spartan" down to basics really. It runs very smooth with a 1.6 l engine, the same one used in the Clio. He wants to give his readers a sort of comparison of what was then and what is now.

As always it is a great honor to have one of my cars professional photographed and included in wonderful publication like AutoExplora. ●



Two Horsepower Renault

By Marvin McFalls

Judging by the title of this article you probably think this story is about one of the original model Renaults from 1898 or possibly some post-war prototype city car, but in fact this model was built in the 1960's and was recently seen in Hollywood, California. Back in October of last year, the two horsepower Renault Limousine pulled up outside of Grauman's Chinese Theater. Now you are wondering how could a Limo have only two horsepower? Well to put it plainly it was literally pulled by two horses. The car in question was a Renault 16, well to be honest it was the front of one R16 and the rear of another welded together. While it isn't uncommon to see a Renault outside a movie premiere dropping off celebrities, as Renault has been the official automobile provider of the Cannes Film Festival for many years. If I had to guess the last time a Renault Limo stopped outside of Grauman's for a premiere was probably in the 1930's.



Inside the Limo was Sacha Baron Cohen, star of the movie "Borat". If you haven't seen the movie it is about a shady reporter from Kazakhstan named Borat Sagdiyev who comes to America to make a documentary. Since, to my knowledge Kazakhs don't build cars, some Hollywood Marketing genius came up with the idea to use a Renault. It had to be quite a sight to see a two-tone R16 limo being



pulling down Hollywood Blvd. by two horses. If anyone knows who provided the cars to the studio or who did the conversion, or by chance where the car is now. It would be neat if maybe we could get the car for this fall's Best of France and Italy Show. You really just never know where an old Renault will turn up these days. ●

Latest from Brad Stevens

It has been a while since Brad has done a story for the Renault news, but in this issue he has sent in a gem from his trip to Road America last fall. Since then the weather has changed a lot. Brad lives in Canandaigua, New York, and to say they have had some snow is an understatement. In the photo he sent is pictured his Volkswagen GTI, however it is hardly recognizable. Brad, try to stay warm, winter is almost over, at least that is what the groundhog said a month or so ago. ●





Calling All Members

I have some bad news. I recently received this letter from Giff Kucsma. "On Monday, February 12th, I'm going to have the pleasure of undergoing an open (not laparoscopic), partial (hopefully) "nephrectomy" of my right kidney at Robert Wood Johnson University Hospital, in New Brunswick, NJ. In English, that means I'm to have growths removed from that kidney and, with any luck, that's all that will be removed, and enough of the kidney will remain to afford some function." I was sad to hear this news and I want to wish Giff a speedy recovery and hope you will keep him in your thoughts and prayers.

Unfortunately this leaves us without an e-mail list editor and no one to send out the monthly Bulletin. We are really in need of a replacement as soon as possible. If you have three or four hours a month you can donate to the club to fill this important position the members would be grateful.

Also we have some other positions that need filled. If you have a few extra hours a month or would like to take on a one-time project the club really needs you. Over the past few years the club has doubled in members but we have fewer officers and volunteers. This leaves the majority of the workload to Kurt, Jacques, Sharon, and myself. If you have any skills or training that might be useful to the club, or if you have plenty of time and are willing to learn please contact us. While the club has never been on more solid ground, its leadership is starting to show its age.

Please contact me at: 865-357-0095, or e-mail at: moose01@earthlink.net or by mail to: Marvin McFalls, 4800 Ball Camp Pike, Knoxville, Tennessee 37921-3322

Caravelle Accessories

These were some of the accessories available in France for the Caravelle and Floride.

Robri was one of the most prominent manufacturers of aftermarket accessories, but others also made cool stuff.

CALANDRES
acier inoxydable
pour
voitures de série
FLORIDE
403
AVANT
ARRIÈRE
DS 19 et ID 19
16747 HJ 75
Documentation gratuite "couleurs"
sur demande
SPECIALITES "G.H."
35, rue des Fauvelles
COURBEVOIE (Seine) - DEF. 50-40

*Avant
Maintenant...
TOUJOURS*
ROUES & ENJOLIVEURS
ROBERGEL, S.A. MONTREUIL-s-BOIS (Seine) AVE 22-91 42-83

PARE CHOCs Tubul
de STATIONNEMENT
Nouveaux modèles pour FLORIDE
AV. INFÉRIEUR
Protection du
FLORIDE AV inférieur. Protection du 45 NF
portillon roue de secours caout... 115 NF
FLORIDE AR avec butoirs caout...
Pose sans perçage. Chrome garanti.
Autres pare-chocs TUBUL :
Citroën 2 CV - ID-DS - ARONDE P. 60
DAUPHINE - ESTAFETTE
Notices sur demande
GALEY-CORNEX, 14, rue L.-Jannin
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