

Projekt-Renault Journal

International

Projekt-Renault Journal goes International !!!



Renault - Dacia - Alpine - Motorsport - Classic - Events - Clubs - News & more...



RENAULTOOG

Fête RENAULTOOG

4th & 5th of August 2012

*The festival for
ALL Renault drivers!*

<http://www.renaultoog.nl>

Evenemententerrein, Schorfvenweg 1, 5976 PJ Kronenberg, Holland



The Renaultoog Festival is an international meeting of **EVERYTHING** that has to do with Renault. Do you own a Renault car, van, truck, camper, tractor etc? Take part and register online at www.renaultoog.nl!

Registration fee: € 15,- per vehicle

The festival programme:

- *many, many Renault cars, vans, trucks, campers, tractors etc.
- *test drives with new Renault cars, vans and trucks
- *pleasure drive
- *modelling to scale, miniatures and Lego
- *car parts
- *club presentations
- *lots of music
- *activities for children



www.autobedrijf-janssen.nl www.losangemagazine.nl
webmaster@renaultoog.nl www.renault-trucks.net/tegelen



Introduction

Dear Renault Fan,

now after 3 national issues of the Projekt-Renault Journal, we take the step onto the international stage.

This is the 1st edition of the jProjekt-Renault Journal International in English.

We hope that we have created with the compilation of the contents an interesting issue for the international Renault fan community.

Many models have an anniversary this year and there are many interesting events like the Renaultoog Festival in Netherlands and the Festival Renault in France.

Enjoy this edition of the Projekt-Renault Journal International.

We wish you all a wonderful 2012 season and safe trip with your sweetie.

Enjoy reading

Jan Erhartitsch



Das neue Portal für Renault Fans !!!



www.Projekt-Renault.de

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Available in some 20 countries worldwide, the initial Bose® Edition limited edition version of the model accounted for almost 30 per-cent of Phase 1 Koleos' sales across Europe in 2011. This popularity did not only concern Koleos, however, since Mégane and Laguna have both also benefited from the innovative partnership Renault enjoys with Bose®.

To build on this success, this limited edition has been carried over to New Renault Koleos and is poised to appear in Renault's French showrooms next March. Its return is seen as an opportunity to pursue

the positive dynamic which followed the launch of New Koleos in September.

New Renault Koleos Bose® Edition is positioned as an attractive core-range version, which combines the refined listening pleasure delivered by Bose® Premium sound, with modern, distinctive styling. Based on the Carminat equipment level, it is powered by the reliable and highly efficient 2.0 dCi 150 engine which can be mated to one of three types of transmission: six-speed manual/front-wheel drive, six-speed manual/4x4 or six-speed automatic/4x4.

Koleos Bose® Edition's appeal has been further enhanced thanks to the incorporation of a number of specific styling details, including:

- aluminium-coloured door mirror housings,
- extra-tinted rear glass,
- coloured 17-inch alloy wheels,
- and Black Lacquer interior trim details, plus mixed black fabric upholstery.

Limited edition Koleos Bose® Edition = Carminat equipment level, plus:





Exterior styling

- "Bose" side badging
- Aluminium-coloured door mirror housings
- Extra-tinted rear glass

Equipment

- Bose® Sound System with seven loudspeakers and woofer, CD player with MP3 playback
- Plug&Music digital connectivity (USB + jack)

Interior styling

- 60/40-split rear bench seat without "Easy Estate" system
- "Bose"-badged aluminium sills
- Specific Black Lacquer interior trim details
- Mixed black fabric upholstery with visible grey stitching

Chief options available for the limited edition Koleos Bose® Edition

- 18-inch "Australe" aluminium alloy wheels: €500
- European mapping for Carminat TomTom navigation: €120

Available body colours

Glacier White / Perle White / Mars Grey / Minéral Beige / Metallic Black

Bose® Sound system: tailor-engineered sound

Since 2007, Renault has chosen Bose® for the design of its high-end in-car audio systems with a view to providing a listening experience which is exactly how the original artists would have wanted their work to sound. Bose® audio systems are tailor-engineered for the cabin of each model and deliver a standard of precision and realism that is close to a live performance.

To deliver this quality of sound inside Koleos, Bose's engineers started from a clean sheet. Their work entailed more than a thousand acoustic readings inside the cabin. Engineers from Bose and Renault then worked closely together to optimise the system's integration inside the cabin of Koleos as a function of its forms and the materials employed. The number, type

and position of the loudspeakers were carefully selected, while the digital processors and signal equalisers were painstakingly tuned to produce a rich, natural, Bose®-quality sound that is perfectly balanced for all occupants, whatever the volume.

About Bose®

Bose Corporation was founded in 1964 by Amar G. Bose, a professor in electrical engineering at the Massachusetts Institute of Technology. As one of the world's leading manufacturers and developers of audio technologies, Bose places the emphasis on research and is behind many inventions designed to improve the performance of loudspeakers, home entertainment systems, in-car audio systems, noise cancelling headphones, public address systems and amplifiers for musicians, as well as equipment testing and instrument solidity simulations for the biomedical industry.

In addition to its headquarters near Boston, Bose Automotive Systems



assists its customers through subsidiaries in Bloomfield Hills (Michigan), Brentwood (Tennessee), Esslingen (Germany), Saint Ger-

main en Laye (France), Shanghai (China), Tokyo (Japan) and Hiroshima (Japan).

Text: Media Renault
Fotos: Media Renault





Renault has introduced changes across the brand's quality flagship Mégane range with the release of the model's 'Collection 2012' line-up.

More modern front-end looks

Mégane Collection 2012 has undergone a number of small styling changes compared to the model's original lines which proved such a hit with customers. The front end has a more modern feel, while LED daytime running lights provide a distinctive new lighting signature. The bumper features a gloss black finish with chrome highlights, and the selection of wheels has been entirely revised.

The sum of these modifications mirrors the attention that has been paid to quality, an area which Renault sees as a priority. Meanwhile, the cabin comes with new interior trims, including a two-tone leather/Alcantara pack available in a choice of three finishes (depending on market). The Bose version is now an equipment level in its own right, while the personality of the specific GT and GT-Line finishes has been strengthened thanks to specific 'boomerang'-shaped LED

lights, visible red upholstery stitching and a sports steering wheel incorporating thumb rests, plus Renault Sport-badged door sill guards and dashboard trim strip which serve as a reminder that the GT and GT-Line versions belong to the Renault Sport family. Last but not least, the list of body colours available for Mégane Collection 2012 has been extended with the addition of Majorelle Blue and Pearlescent White.

Mégane Collection 2012: 'Energy' power under the bonnet

Mégane Collection 2012 is the first Renault model to be available with the three new Energy engines which combine both motoring enjoyment and fuel efficiency. They are the fruit of new-generation-downsizing and call on Renault's experience in F1 to form unprecedented technology packages for this level of range, including Stop&Start complete with deceleration/braking energy recovery (see Energy sidebar). Thanks to their carefully-tuned acoustics, these engines produce a discreet, cushioned sound, with noise levels halved compared with the engines they replace.

Renault Energy TCe 115 – the return of petrol engines: the Renault Energy TCe 115 is the first Renault petrol engine to feature direct fuel injection and turbocharging for fuel-efficient performance. This new 1,198cc block is poised to replace the 1.6 16V and boasts both extra power (up 5hp to 115hp) and peak torque up 40Nm to 190Nm, with 90 per cent of this figure available from 1,650rpm. Its flexibility and acceleration from low revs are consequently similar to those of a diesel engine.

In addition to being the market's best-performing 1.2-litre petrol powerplant, the Renault Energy TCe 115 is particularly energy efficient, with fuel consumption down 25 per cent. Versions of Mégane Collection 2012 powered by this engine consume just 5.3 litres/100km (NEDC cycle), a saving of almost 1.5 litres/100km and a record for a petrol car in this class. CO2 emissions are down to 119g/km, while the car's range exceeds 1,000km, which is similar to the distances associated with diesel models.

Mégane Collection 2012 will also

be available with the two best diesel engines in their class, both of which combine driving pleasure with the market's lowest fuel consumption.

New diesel Energy dCi 110: the Mégane range's best-selling 1.5 dCi engine has undergone a significant metamorphosis with the introduction of technology first introduced in 2011 on the Energy dCi 130, not to mention record low fuel consumption which has been reduced by almost 12 per cent, under 3.8 litres/100km. This is equivalent to CO2 emissions below 95g/km and makes Mégane one of its segment's top three models in terms of energy efficiency. There has been no corresponding fall-off in performance, however, since peak torque is up 20Nm to 260Nm, which is available from as low as 1,750rpm.

Renault Energy dCi 130: this 1.6 litre diesel engine delivers 130 horsepower and 320Nm of torque, making it the market's most powerful powerplant for its size. It is also a pleasure to drive thanks to crisp acceleration performance from as low as 1,750rpm. Under the bonnet of Mégane, it returns NEDC combined-cycle fuel consumption of just 4.0 litres/100km, which is a 20 per cent saving compared to the former 1.9 dCi 130 engine. CO2 emissions stand at 104g/km, enabling it to qualify for the 'eco sub-

sidy' available in France.

Useful, affordable technologies for an even more reassuring drive

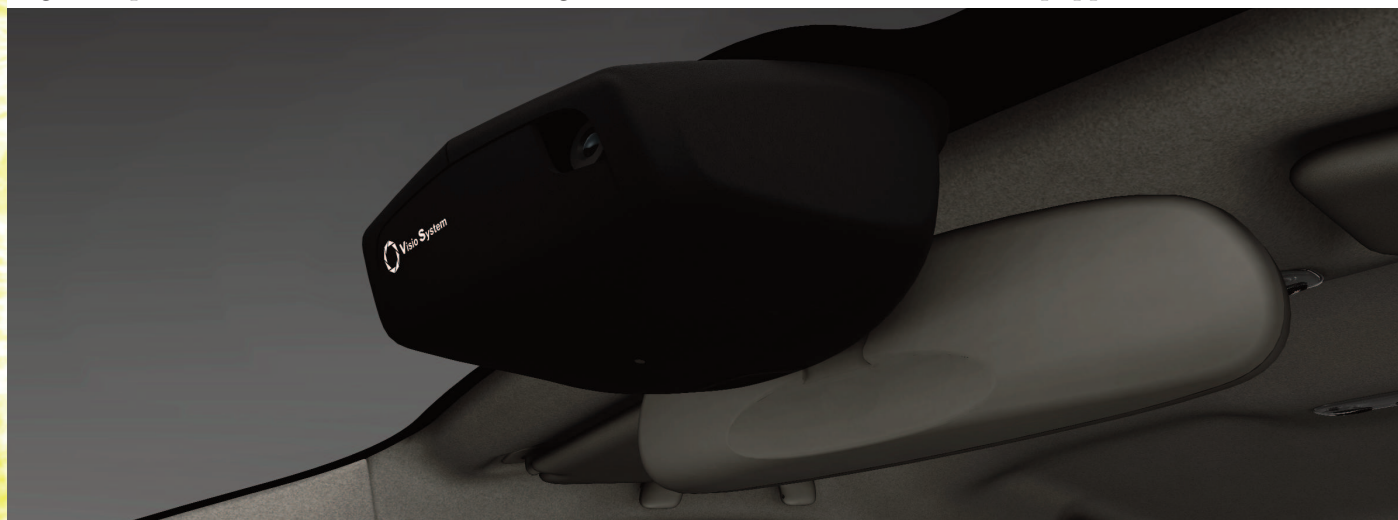
More than ever, enhancing everyday safety, making driving easier and maximising travelling comfort are seen as priorities for Renault. Like Renault Scénic and Grand Scénic, Mégane Collection 2012 can be ordered with the Visio System® which comprises a camera fixed to the windscreen behind the rear view mirror. It improves night-time vision and helps maintain driver vigilance thanks to two functions which it is the first system of its type to feature.

Automatically switches from main-to dipped-beam headlights: night-time driving calls for total vigilance, especially when it comes to optimising lighting in order to benefit from maximum visibility without being a hindrance for other road users. The Visio System® camera improves night-time vision by permanently scanning the road ahead. Whenever natural or street lighting is poor, and when no other vehicles are detected, it automatically switches to full-beam headlights at speeds of more than 45kph. Remembering to switch back to dipped beam is no longer a constraint and the Visio System® permits the driver to benefit from full-beam headlights between four and five

times longer than is the case without the system. Visibility is enhanced (100 metres instead of 30 metres) and there is less risk of colliding with an obstacle.

Lane departure warning: the camera emits a warning if it believes that the vehicle has involuntarily changed lanes, an occurrence frequently due to drowsiness or a drop in driver vigilance, and a major cause of accidents, especially on motorways. If lane markings are crossed without the indicators having been being activated, visible and audible warnings are automatically activated.

Comfort has been further enhanced by a new Hill Start Assist function. This feature is combined with the electronic parking brake and keeps the brakes under pressure for a few seconds, giving the driver enough time to pull away without the vehicle moving backwards. Meanwhile, Motorway Mode indicators facilitate driving: a slight touch of the indicator stalk sets off three flashes to warn other road users that the driver is about to change lane. To assist parking manoeuvres, a camera located at the rear provides a precise image of the vehicle's immediate surroundings and depicts its trajectory to help drivers adjust their line. Last but not least, the dual-zone automatic climate control is now equipped with a toxicity sen-





sor which monitors cabin air quality and automatically activates the air-recycling mode whenever necessary.

Mégane Collection 2012 continues to pack the technologies that have contributed to the model's success. The brand new R-Plug&Radio+ audio range is now equipped with Bluetooth® hands-free telephony, connectivity and audio-streaming, as well as Plug&Music connectivity and USB/jack sockets which enable music stored on mobile devices to be controlled by the vehicle's steering wheel-mounted fingertip control. Also available are Carminat TomTom® navigation complete with LIVE services (HD Traffic, real-time traffic information, etc.) and tailor-engineered Bose® surround sound.

Renault Mégane: the flagship of the 'Renault Quality Made' campaign

Mégane Collection 2012 cars are manufactured in Palencia, Spain, and benefit from rigorous pro-

duction standards to guarantee impeccable quality. The model recently featured in a media campaign promoting quality 'à la française' and is destined to serve as a global flagship for the Renault group's expertise in this domain across the entire range, from initial design to the showroom.

Jean-Pierre Vallade (Senior Vice-President, Quality): "Mégane is a credible ambassador for the quality of Renault vehicles thanks to its outstanding reliability and perceived quality which have improved with every evolution of the model. Mégane is destined to become the worldwide quality benchmark for all Renault vehicles..."

As the Renault brand's best-selling model, with sales exceeding 235,000 units worldwide in 2011 and 730,000 units since its launch at the end of 2008, Mégane today stands out as one of the most reliable cars in its segment. This reliability is recognised by the media (e.g. L'Automobile Magazine's Re-

liability Top 100) and has been underlined by independent bodies such as Germany's ADAC which have placed it at the top end of their respective classifications.

Following the pledge to continue improving made by Renault in 2003, Mégane III saw a 40 per cent reduction in reliability-related incidents during a car's first year on the road compared to its predecessor.

Mégane III has benefited from reinforced design and validation processes which take both durability and ageing into account. At the design phase, for example, a list of 100 specific points was taken into account to ensure impeccable reliability and improve running- and appearance durability compared to Mégane II. Special attention was paid to reducing noise, improving sealing and the reliability of electronic components.

Mégane R.S. Collection 2012: extra horsepower and more torque for even punchier performance

Mégane R.S. Collection 2012's R.S. Dynamic Management delivers 15 extra horsepower and 20Nm additional torque. By selecting the Sport Mode, the driver can benefit from peak power of 265hp/195kW and up to 360Nm of torque (limited edition Trophy version) for even crisper acceleration response. Thanks to this Renault Sport innovation, it is possible to use Mégane R.S.'s potential to the full, notably on tracks. At the same time, the sound produced by Mégane R.S.'s engine has been revised to ensure a satisfying pitch at all revs thanks a more open exhaust design and a reinforced sound pipe.

In terms of looks, the front end is more expressive, while the F1-style front blade which is a characteristic of Renault Sport models features two rows of six LEDs and the headlights sport black surrounds. The centre of the new design 18-inch alloy wheels (satin finish or matt black) and the existing rims of the Trophy version feature an 'R.S.' logo, and a new option is the R.S. Red Design Pack which comprises red pin-striping for the front blade, side sills and diffuser. A new interior trim has been introduced, featuring visible red stitching for the steering wheel, gear lever knob, gear lever bellows and dashboard trim. The new, distinctive two-tone light grey and charcoal leather

upholstery can also be specified as an option, as can fabric or leather Recaro seats and a predominantly yellow ambience. Other sporty details include a black lacquer finish for the centre console and air vent surrounds, plus a charcoal-effect finish for the door panel inserts.

Thanks to its exceptional dynamic qualities, Mégane R.S. stands out as the C segment's best-selling high-performance coupé. It has won over 12,500 buyers worldwide since its European launch in January 2010, as well as in Russia, Argentina, Chile, Australia, Japan and South Africa. In June 2011, it established a new record of 8mins 8secs for a lap of the Nürburgring, making it the fastest front-wheel drive car ever round the 'Nordschleife'. Acclaimed by the world's press, Mégane R.S. has won four awards and is frequently compared to the most prestigious super cars for the driving sensations it delivers. Renault Sport has also showcased Mégane R.S.'s potential in motorsport with the production-based Mégane R.S. N4 which won its class in the Belgian and Germany rally championships.

Energy engines: Renault's technological excellence in F1 carried over to road car engines for the benefit of all motorists

"F1 provides us with an extraordinary proving ground to test new technologies in extreme conditions," says Carlos Tavares, Renault's Chief Operating Officer. "Our 30-year commitment to the sport has enabled us to develop our downsizing expertise, combat friction and control cooling, all of which contribute to improving the energy efficiency of our vehicles without spoiling driving enjoyment."

With ten Constructors' world titles to its name, Renault called on talent from the world of Formula 1 to carry over the technological excellence acquired on the race track to the development of its new range of Energy engines. Philippe Comblance and Jean-Philippe Mercier, the men behind the success of Renault's V10 in the 1990s, were entrusted with the engineering development of the new Energy dCi 130 and Energy TCe 115 engines. Their skill has benefited road cars by taking the concept of downsizing to new limits thanks to solutions tried and tested in F1. Energy engines boast an unprecedented technological package for this level of range and have led to fuel consumption savings of up to 25 per cent compared to the engines they replace.

Text: Media Renault
Fotos: Media Renault





As a way to say ‘au revoir’ to its customers and proudly celebrate its final year on the market in Europe, Renault Clio Campus Bye Bye (based on Clio II, need we point out?) packs the model’s familiar strengths. Two versions are available with particularly attractive price tags:

- The Clio Campus Bye Bye lineup consists simply of a three-door 1.2 16V 75 version costing €7,990, plus a more family-oriented five-door version – featuring climate control and radio – for €8,990 (in France).

- Main markets: France, Germany, Algeria, Slovenia, Morocco...

- Order books in France open on January 4, 2012.

The same benchmark, but now more affordable than ever...

At the time of its release, Renault Clio Campus soon earned a reputation for its ride comfort, roomy interior, compact dimensions and agile handling. Meanwhile, its responsive road holding and engine performance made it a pleasure to drive, with added reassurance delivered by its anti-lock brakes, emergency brake assist and driver and front passenger airbags.

Today, Clio Campus Bye Bye’s

specification has been enhanced to include Dark Metal door mirror housings and wheel trims, plus black headlight masks. And just to prove that a straightforward offer doesn’t need to mean abstinence, Clio Campus Bye Bye comes as standard with power steering, electric front windows, a trip computer and a 60/40-split folding rear bench seat with three headrests... with prices starting from €7,990 (three door version).

With an equipment list which also features manual climate control, a radio-CD player, a leather-trimmed steering wheel and fog lights, the five-door version of Clio Campus Bye-Bye stands out as a proven, reliable and well-equipped compact hatchback with a price tag of just €8,990.

Body colours and chief options

The standard body colours available for Renault Clio Campus are Glacier White and Vif Red.

Metallic alternatives (Pearlescent Black, Majorelle Blue or Platine Grey): €460

Spare wheel: €110

Automatic climate control (five-door version): €400

Cruise control with speed limiter: €250

The perfect way to say “bye-bye”!

Following its launch in 1998, the second-generation Clio evolved constantly in order to stay in tune with market demand. The introduction of a restyled version in the middle of 2006 saw the model’s name change to Campus which pursued a successful and complementary career alongside its successor, giving it a second lease of life. At the time, even the most optimistic forecasters, including those at Renault, would have had trouble predicting that it would go on to sell for six more years, which is the total lifespan of many models. Yet this feat merely serves to underline how the performance credentials, cabin space and comfort boasted by France’s best-selling car between 1999 and 2003 (passenger cars and LCVs combined) have never lost their appeal.

Five million Clio IIs have been manufactured since 1998, and Clio Campus Bye Bye – which is still a regular sight on our streets – can hold its head high as it prepares to bring the model’s life to a close.

Text: Media Renault
Fotos: Media Renault

Renault Sport F1 scoops award at Festival Automobile International



Renault Sport F1 took the jury's 'Special Prix' prize (Prix Spécial du jury) at the 27th Festival Automobile International ceremony in Paris, France, on Wednesday, January 25. The award was made in recognition of Renault's involvement in Formula 1 since 1977, during which time it has claimed nine Drivers' world crowns and ten Constructors' titles.

Said Renault Sport F1's Managing Director Jean-François Caubet: "The success Renault has achieved

in F1 is based on technical innovation and performance, a high level of quality and service but also on the strong, competitive relationships we have developed with our teams, drivers and partners. The 2011 results – two championships, 12 wins and 18 pole positions – have demonstrated we have achieved great results. It is however a real honour for Renault Sport F1 to have these achievements recognised by the wider motoring community. “

The Festival (January 26-29), which

takes place at the Hôtel National des Invalides in the heart of Paris, also features a display of concept cars which is open to the public. The exhibition includes two Renault vehicles: Zoe Preview and R-Space.

For further information: www.festivalautomobile.com

Text: Media Renault
Fotos: Media Renault





This year, Renault is celebrating the 40th anniversary of the Renault 5, which notched up total sales of five million cars in the course of its career. The diminutive French hatchback will be in the spotlight throughout 2012, and celebrations will kick off with the presence of three original, Renault-entered Renault 5 Alpines on the 2012 Rallye Monte-Carlo Historique.

The three cars have been specially prepared for the Monegasque event by Renault Classic. They were entirely stripped and carefully rebuilt as a function of the challenge that awaits them along the 2,500km route.

Three French drivers have been selected to drive the cars from the start in Reims on Monday, January 30, to the finish in Monaco:

- Emmanuel Guigou, the 2008 French Gravel Rally Championship runner-up who is more accustomed to the Group N4 Mégane R.S. than the 'R5 Alpine'.

- Alain Serpaggi, a former test driver with Alpine who has an impressive, eclectic record in motorsport.

- and the famous Jean Ragnotti who will drive the car (N°19) which he steered to second place overall on the 1978 Rallye Monte-

Carlo. That landmark performance for the driver and his diminutive front-wheel drive car was backed up by a podium finish for Guy Fréquelin (third).

Technical Data:

Engine: four cylinders in-line, 1,397cc, 140cc

Transmission: front-wheel drive, five-speed gearbox + reverse

Brakes: discs all-round

Length: 3.56m / **Width:** 1.52m /

Weight: 870kg

Top speed: approximately 190kph

Text: Media Renault

Fotos: Media Renault





After celebrating the 50th anniversary of the Renault 4 at the 2011 Rétromobile in Paris, France, Renault returns to the show in 2012 (Paris Expo, Porte de Versailles, February 1-5) with three more landmark dates to commemorate:

-110 Years of Powertrain Engineering Excellence: from the Type K Renault's success on the 1902 Paris-Vienna road race to the brand's 10th F1 Constructors' world title.

-50 Years of the Alpine A110: the legendary Berlinette hasn't aged in

the slightest; it continues to turn heads and make the hearts of enthusiasts beat that little bit faster.

-40 Years of the Renault 5: the first congenial, modern city car marked a turning point in the automotive world.

Visitors to Renault's 700 sq. metre stand will be able to view:

- **six** emblematic versions of the Renault 5, including a rare electric version,

- **six** versions of the celebrated Ber-

linette, including three competition cars,

- **a Formula 1 car** paired with a Type K, the first Renault model to be powered by an engine which enjoyed success in motor racing (1902 Paris-Vienna road race).

Staff from Renault Classic will be on hand throughout the show to provide visitors with background information about all these emblematic, landmark Renault vehicles.

Text: Media Renault

Fotos: Media Renault





RENAULT 5: THE LITTLE 'CAN-DO' CAR TURNS 40

-Launched in 1972 as a modern, bold child of May '68, the Renault 5 is now turning 40.

-Fusing clean, modern and attractive design with versatility, the Renault 5 was more than a car for all people – it was everybody's car.

-A clean-break product, the Renault 5 marked a turning point on the automotivescene, and undoubtedly belongs to the select group of legendary models.

Renault will be celebrating the 40th anniversary of the Renault 5 throughout the year at the following events:

- Rallye Monte-Carlo Historique: Renault Classic has prepared three Group 2 Renault 5's for the 2,500km route of this classic fixture which will run from January 29 to February 4, 2012. At the wheel of

the cars will be Jean Ragnotti, who will drive the same car and number as he did during his memorable drive on the 1978 Rallye Monte-Carlo, Emmanuel Guigou and Alain Serpaggi.

- Salon Rétromobile (Paris): six versions of the Renault 5 will be displayed on the Renault stand (February 1-5).

- Goodwood Festival of Speed (UK, June 29-July 1): a static display and demonstrations of Renault 5 models from the Renault Collection.

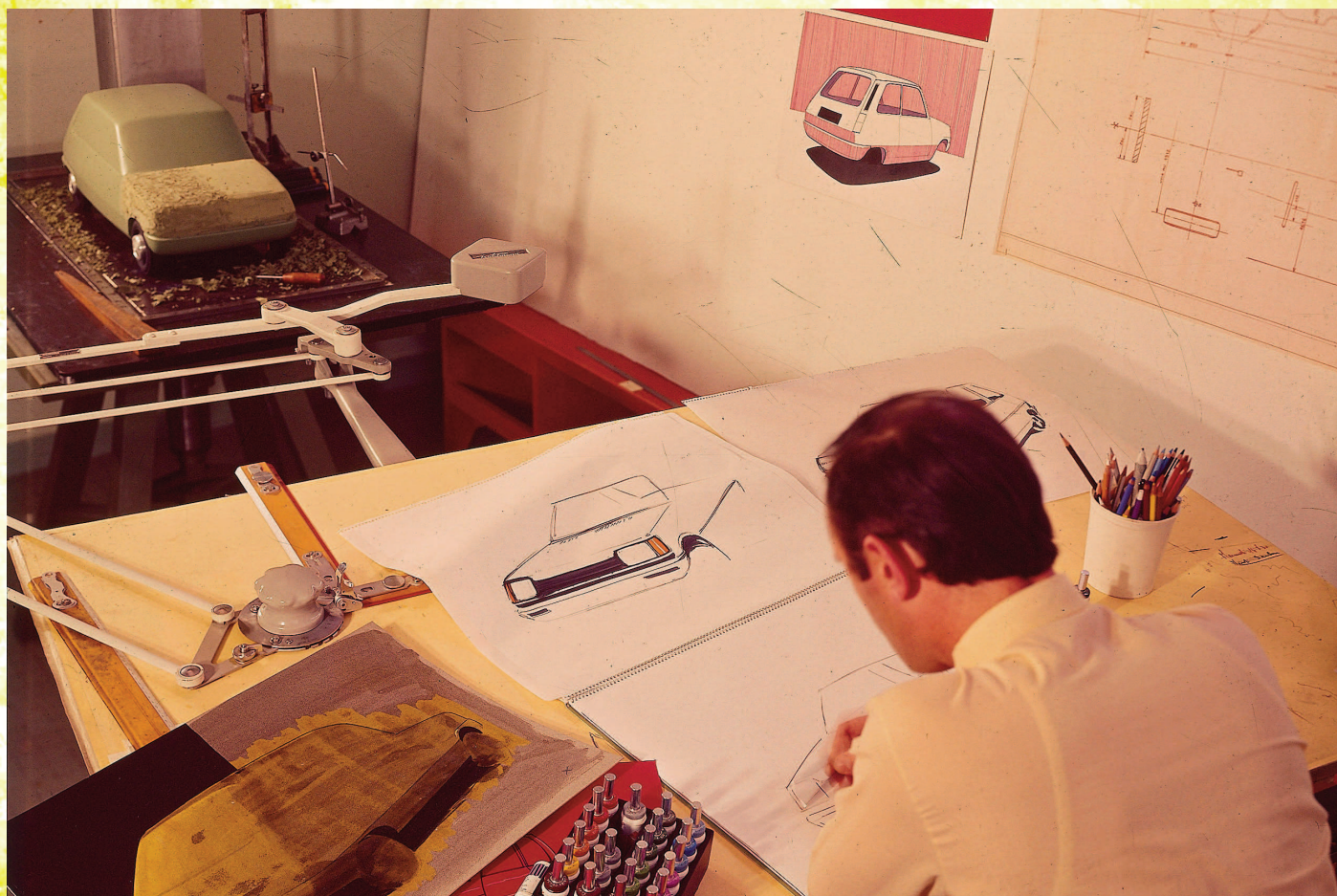
- Festival Renault at the Linas-Monthléry Autodrome, near Paris (September 22-23): static display and demonstrations of Renault 5 models from the Renault Collection.

- World Series by Renault (seven meetings): static display and demonstrations of Renault 5 models from the Renault Collection.

Genesis of the Renault 5

One man at Renault had understood how the era's younger generation had changed, as well as tapping into their aspirations: Bernard Hanon. Working within the company's American arm, he was also a professor of management at New York University. Contact with his students gave him an understanding of the profound social changes that were taking root, as well as of their aspiration to be less conformist.

His good fortune was to be working in a company with innovation in its DNA, which was alert to social change and attentive to the demands of its clientele. In previous years, it had already launched two revolutionary vehicles: the Renault 4 in 1961 and the Renault 16 in 1965. He explained his thinking to Louis Dreyfus, then company Chairman and CEO, who was soon convinced and gave the project the green light. It was codenamed 122.



The 'Supercar'

On its launch in 1972, the Renault 5 starred in an equally innovative animated advertisement, under the name of 'Supercar'. Its modern and original styling signalled a real revolution in its segment.

The car's curved surfaces were accentuated by the removal of door handles (which were integrated into the bodywork) and its bumpers (it was the first car to feature plastic bumpers). The other major innovation was the decision to launch the car as a three-door hatchback, to the dismay of dealers who didn't believe that it would appeal to families, and expected to only sell limited quantities. In reality, the car's two-box design offered plenty of interior space and could accommodate four adults. Practicality was ensured through the rear tailgate and folding rear bench seat. The car employed a monocoque structure in preference to a platform, like the Renault 4. The engine was moun-

ted transversally.

With carefully pitched pricing, it immediately set itself apart from the low-cost models of the time – and distinguished itself as an elegant, trendy city car. Its dimensions were ideal for urban driving: just 3.50 metres long and 1.52 metres wide. The Renault 5 was also available in an L version, with the engine from the Renault 4 (782cc/36hp), and a TL model, with the engine from the Renault 8 (956cc/47hp) and additional standard equipment (arm rests, rear parcel shelf, two-speed windscreen wipers, etc.).

The success of the Renault 5 immediately exceeded all expectations and waiting times for delivery soon began to lengthen. The factories couldn't keep up with the bulging order books.

Nearly 5.5 million Renault 5s sold on five continents

From the launch in 1972 to the

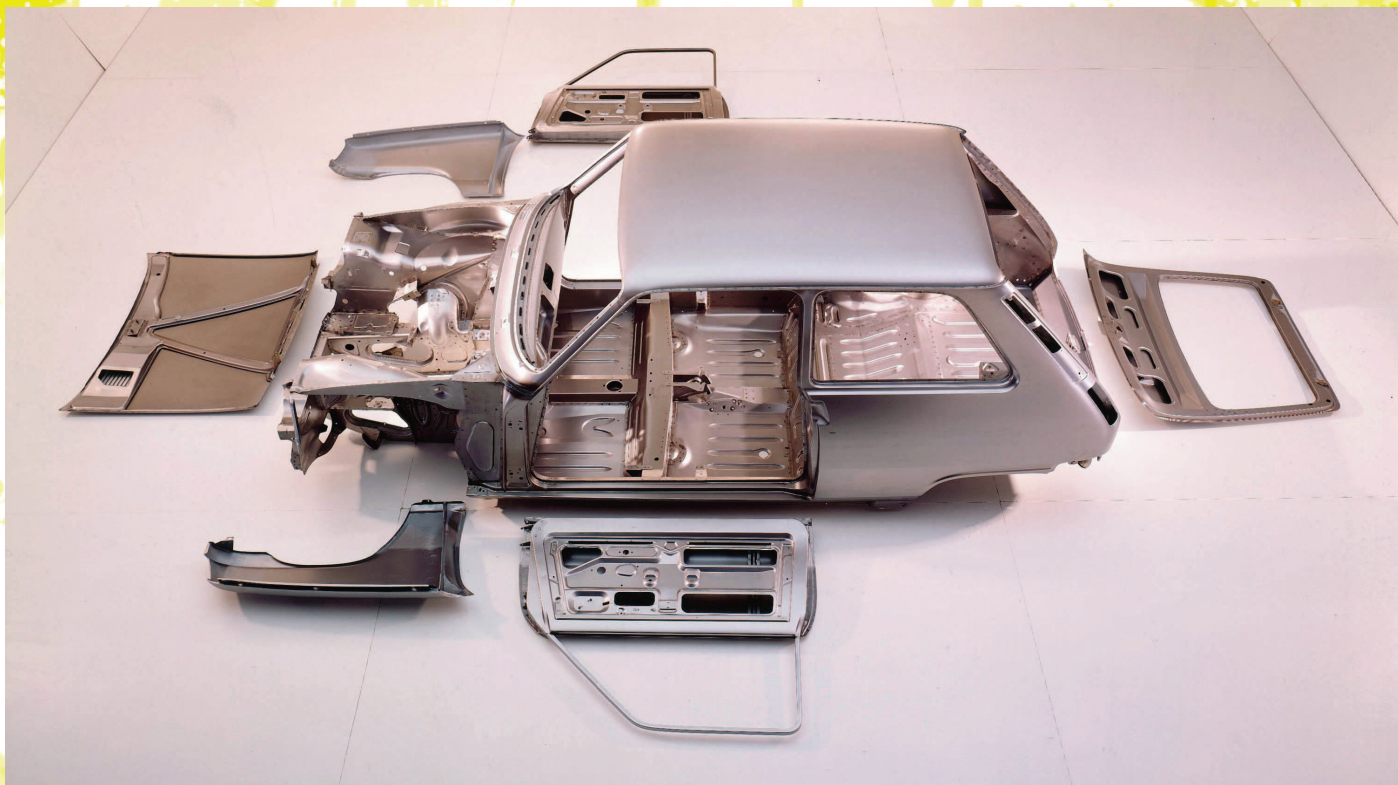
end of export production in 1992, across all versions, a total of 5,325,890 units of the Renault 5 were produced.

France's best-selling vehicle for 10 years

The Renault 5 (named Lauréate from 1984 onwards) was manufactured in France from 1972 to 1986 at the brand's Flins factory. For 10 years, from 1974 to 1983, the Renault 5 was the highest-selling vehicle in France, achieving between 10 and 16 percent market share according to the year in question. The 'TL' version was comfortably the most popular and, in 1980, accounted for 239,513 vehicles, equivalent to 79.75 percent of sales, compared to just 27,694 for the 'L'.

An international career

International sales represented more than half the production run of the Renault 5. The vehicle was



produced in 13 countries outside France. In Europe, the main production sites were Valladolid in Spain and Haren-Villevorde in Belgium. At the start of the 1970s, the latter site accounted for 12 percent of production and nine out of ten cars were exported, with more than half heading to Germany, but also to Italy, Switzerland, the Netherlands... and France.

A Renault 5 for everybody: good value, good on the open road, refined or sporty, you could choose from L, LS, TL, GTL, TS, TX, Alpine, Turbo or Automatic

- **1974:** a sporting version, named LS, is unveiled. Its 1,289cc engine developed 64hp DIN with top-of-the-range equipment. The following year, it was even fitted with one-piece seats.

- **1976:** the GTL version appears, with a 1,289cc engine developing 42hp DIN. It introduces side protective mouldings in the same material as the front and rear bumpers. But the biggest news of the year is the R5 Alpine, powered by a 90-horsepower 1,397cc engine. It was

identified by its distinctive alloy wheels as well as by the fog lamps incorporated in the front bumper. In 1977, this model received the attractive three-spoke alloy wheels of the Alpine A310. The same year, the engine of the 'L' was replaced by the 36hp DIN 845cc block.

- **1978:** marks the launch of the Renault 5 Automatic, with a 55hp 1,300 cc engine, distinguishable by its vinyl roof.

- **1979:** launch of the five-door version. The range is reshuffled at the same time, with the L, TL and commercial models now equipped with the 45hp 1,108cc engine. The dashboard is replaced with a thermo-moulded piece and new seats are introduced. But the year also marked the arrival of a phenomenon, in every sense of the term...

- **1982:** the launch of the Renault 5 TX, a luxury version which is a precursor of the future Baccarat models. The R5 Alpine also saw its power upped from 93 to 110hp in the same year, through the fitment of a Garrett turbo.

- **1984:** the Renault 5 enters its final year of production in France under this model name. All of the versions (base model, TL, GTL, GTS and TSE) are renamed Laureate. The same year marked the launch of the Super 5. But that's another story...

The Turbos: the 'enfants terribles'

Renault 5 Turbo

- **1979:** when the blue prototype was revealed at the Frankfurt Motor Show, it surpassed even the wildest dreams of sporting enthusiasts. In fact, all that remained of the Renault 5 was its distinctive silhouette, pumped up with enormous wings, bumpers and spoilers that put the so-called 'silhouettes' of the day to shame.

- **1980:** the production version was unveiled in January at the Brussels Motor Show. But the most incredible detail was beneath the bodywork: the engine had been moved from the front to a mid-rear position, just behind the front seats. The 1,397cc unit from the Renault 5 Alpine was fed by a Garrett turbo



and developed 160hp.

Renault 5 Turbo 2

- **1983:** the Turbo 2 version was simplified relative to its predecessor. Many more interior features were borrowed from the Renault 5 Alpine. The aluminium opening panels in the body shell (roof, hatch and doors) were replaced with sheet steel. The 160hp engine was made more driveable to facilitate everyday use. Sales picked up again and 3,424 units were sold up to 1986, the final year of production.

The Renault 5 in motorsport

Naturally, this section cannot provide a definitive history of the model's extensive track record in motorsport. We will simply evoke its different eras and most notable achievements.

A sound car with potential that deserved to be exploited...

- **1974:** the LS version is launched

in spring. At the end of the season, it is introduced to the famous Coupe Renault Elf, replacing the Renault 12 which has reached the end of its career. Its engine is stretched to 85hp DIN.

- **1975:** the LS version is replaced by the nearly identical TS which features one-piece seats.

The era of the Renault 5 Alpine

- **1976:** the Alpine version finally goes on sale. It features a 1,289cc block bored out to 1,397cc, producing 93hp at 6,400 rpm. The front end features a specific spoiler. The suspension settings are tuned for oversteer, which allows driving talent to shine through.

- **1977:** the Cup version is available from the start of the season. For many years, the R5 Alpine delighted drivers and spectators alike, as well as uncovering numerous talented drivers. Fifty cars were entrusted to Sinpar for Group 2 homologation. The first rally for

which the car was entered was the Sanremo, where Ragnotti claimed seventh place overall and second in class, in spite of problems with the front drive train. It was a remarkable performance from a car still in the early stages of development. Several weeks later, Guy Fréquelin won the Mille Pistes and Warsaw Rallies.

- **1978:** the small Alpine achieved its first notable result on the Rallye Monte-Carlo, in the hands of Jean Ragnotti. Assisted by unpredictable weather, plenty of snow and despite suffering in terms at the hands of the rival Group 4 machinery, the Renault 5 made the most of its remarkable traction. Ragnotti performed a virtuoso balancing act to finish second behind the Porsche of Nicolas. The Renault 5 earned the nickname 'skateboard', while Guy Fréquelin took third place.

The Renault 5 Turbo enters motorsport

- **1981** will remain famous for Jean

The 40th anniversary of the Renault 5

Ragnotti's win on the Monte, after an epic battle with the Audi Quattros, the Porsche 911 of Th  rier and Darniche in his Stratos...

- **1982:** the countless corners of the Tour de Corse provided the backdrop for another epic battle between Andruet's Ferrari and Ragnotti. Ragnotti took the lead on stage four – and never relinquished it.

- **1985:** the early part of the season focused on developing the car, and that work soon paid off. Jean Ragnotti finished second on the Rallye de Touraine, and the first major victory for the Renault 5 Maxi

Turbo came on the Tour de Corse, with Jean Ragnotti behind the wheel. He also took wins on the Tour de France, the Crit  rium d'Alsace and the Rallye du Var. The same year, Renault Sport decided to enter the Renault 5 Turbo in the French Superproduction Championship, a circuit racing series, and handed the drive to Jean-Louis Bousquet, who took fifth in the championship.

- **1986:** two cars were assigned to Jean-Louis Bousquet and Jean Ragnotti. The car was redesigned to improve its aerodynamics and increase straight line stability. The car finished second in the champion-

ship.

- **1987:** three cars were entered for the season, with Erik Comas joining the team. The engineers widened the front track to improve stability, which had been the weak point of the previous model, while the engine was also reworked to produce 285hp at 7,000rpm. Comas won six races from 12, dominated the season and took the title. This marked the conclusion of the Renault 5 Turbo's career in motorsport.

Text: Media Renault
Fotos: Media Renault





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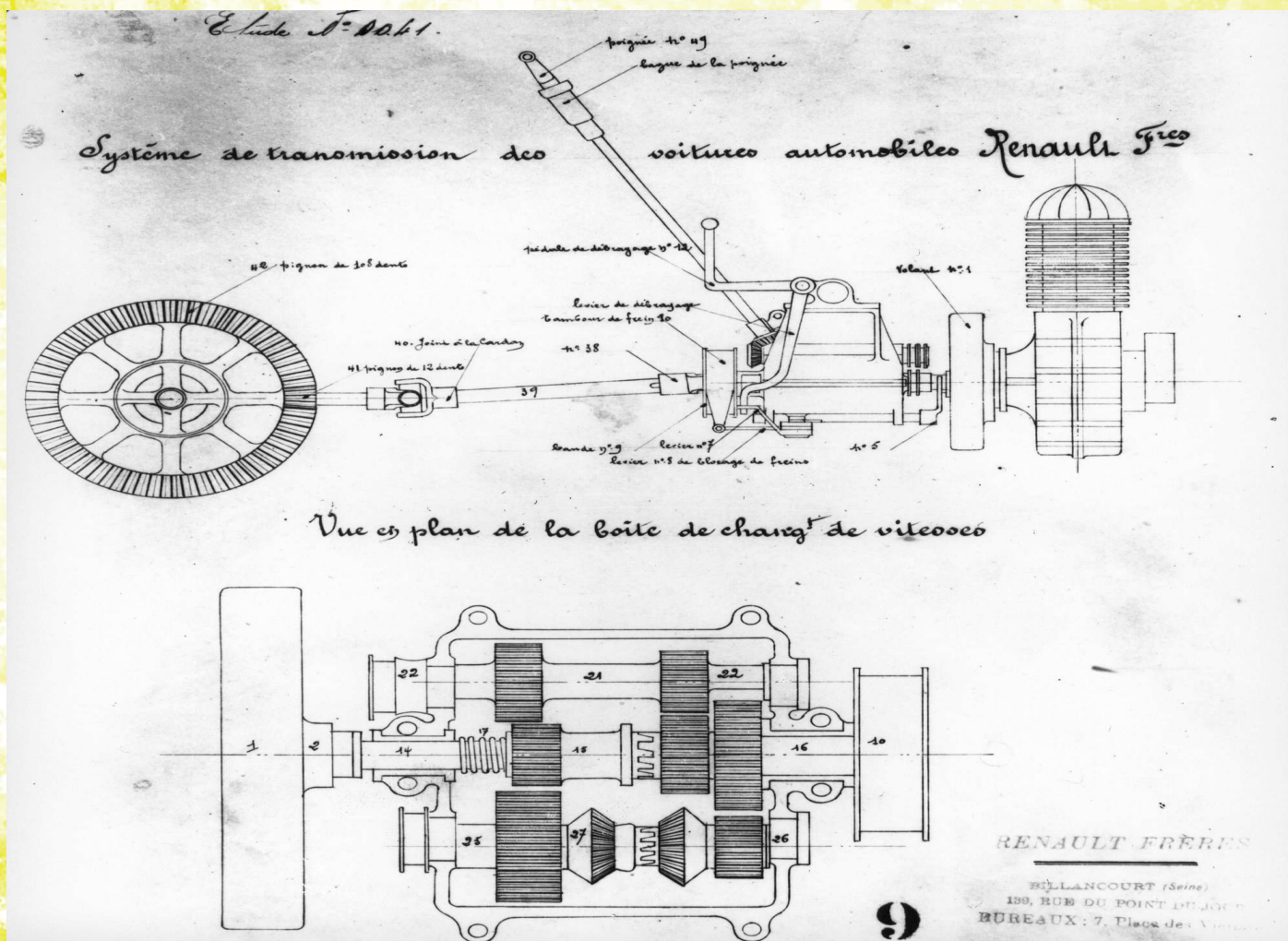


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Idea & Realization by Andreas Gaubatz





RENAULT: A Volume Vehicle Manufacturer and Expert Engine Maker

The first motor racing win for a Renault engine dates back to the 1902 Paris-Vienna road race. 110 years later, Renault's powertrain leadership is just as evident in its production cars as it is on the race track.

-From the first, historic, successful climb of rue Lepic, in Paris, in 1898, and to the maiden race win for a Renault engine in 1902 (Paris-Vienna road race), to the firm's 10th Formula 1 Constructors' world title with the Renault RS27 in 2011, innovation and a pioneering spirit has always been written into the brand's DNA.

-It is Renault's long record in motorsport that has laid the foundations for its status as a leading engine maker, capable of taking on the

very best, at the tip of the pyramid. During the past 110 years, the French volume carmaker has constantly pushed back the limit thanks to an unfailing philosophy, which is to produce reliable, high-performance powertrains incorporating innovative solutions. It's a philosophy that has its roots in the mechanical genius of the company's founder.

-The experience gained by the brand on the race track is a major asset for Renault, not only in terms of image, of course, but also thanks to the gains it has permitted in the field of energy efficiency technologies which have gone on to benefit road users.

-The first example of this approach is the Energy range of engines, for which Renault called on some of its talented Formula 1 engineers. Their knowledge of racing powerplants helped optimise the new engines'

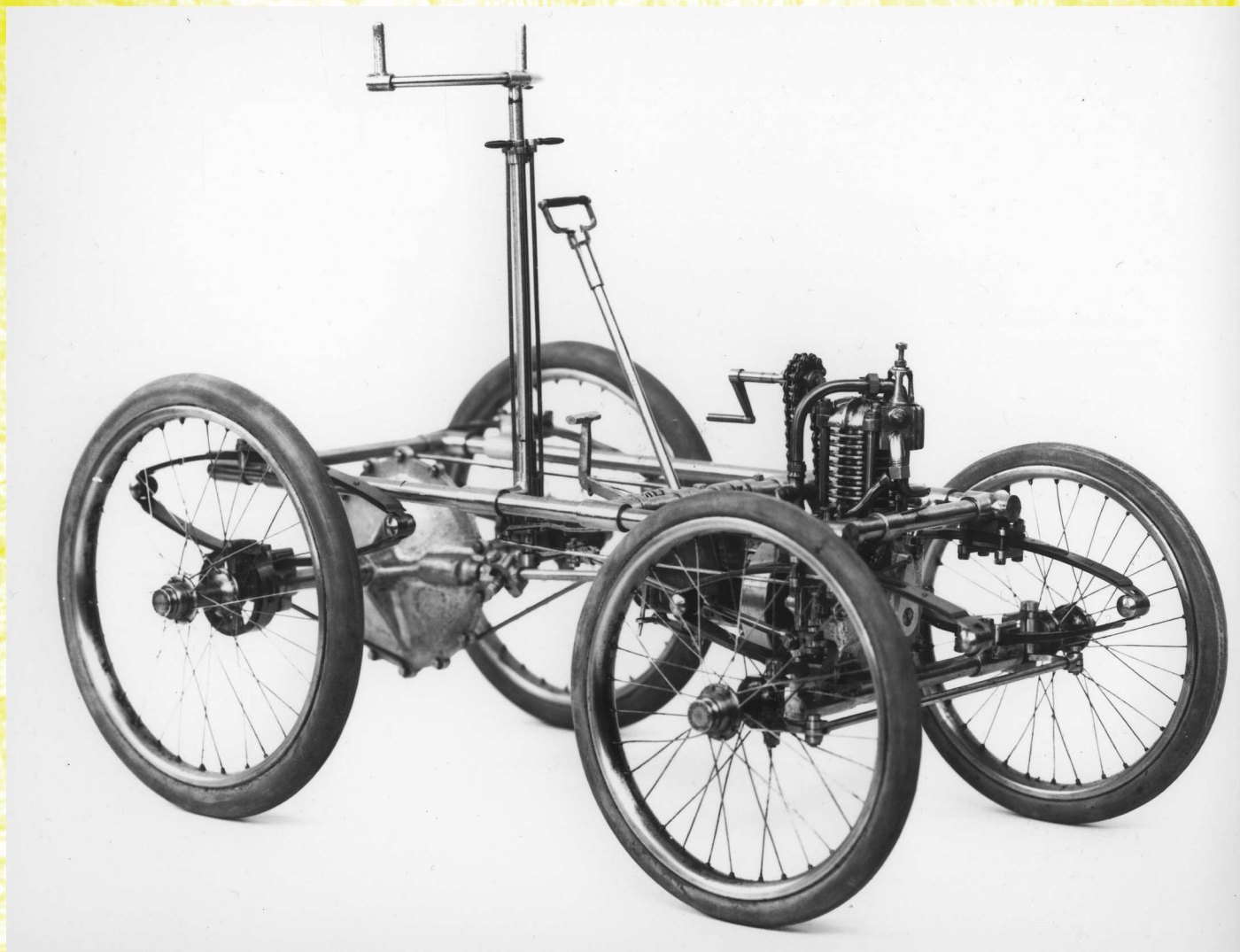
energy efficiency and establish a new benchmark in the realm of downsizing thanks to an unprecedented technological package for this level of range. This in turn has brought reductions in fuel consumption and CO2 emissions of up to 25 percent.

A pioneering spirit in its DNA...
"That will never work"

...beginning with Louis Renault's invention of direct drive

"There is a young man who makes cars that are elegant, silent and simple... and who is doing more than anybody else to make them popular. He's barely thirty years old, a multi-millionaire, at his peak and still has the drive, enthusiasm and commitment of a sub-lieutenant. His name is Louis Renault." (L'Auto – 1910)

Constant innovation and thinking



outside the box... That was the attitude which drove young Louis as he fettled his De Dion Bouton tri-cycle in the garden shed of his family's home. His determination led him to create the *voiturette* (small car) and invent a technical concept that would turn the automotive world upside down: direct drive, using a universal joint transmission. It was a technology that nobody believed possible, but its effectiveness was indisputable when the car climbed the steep rue Lepic, in Paris, on Christmas Eve, 1898. That invention secured the 21-year-old's first dozen orders and, while he may not have realised it at the time, he had started an automotive revolution. The concept of direct drive gradually spread and, unsurpassed to this day, it still equips every car built around the world.

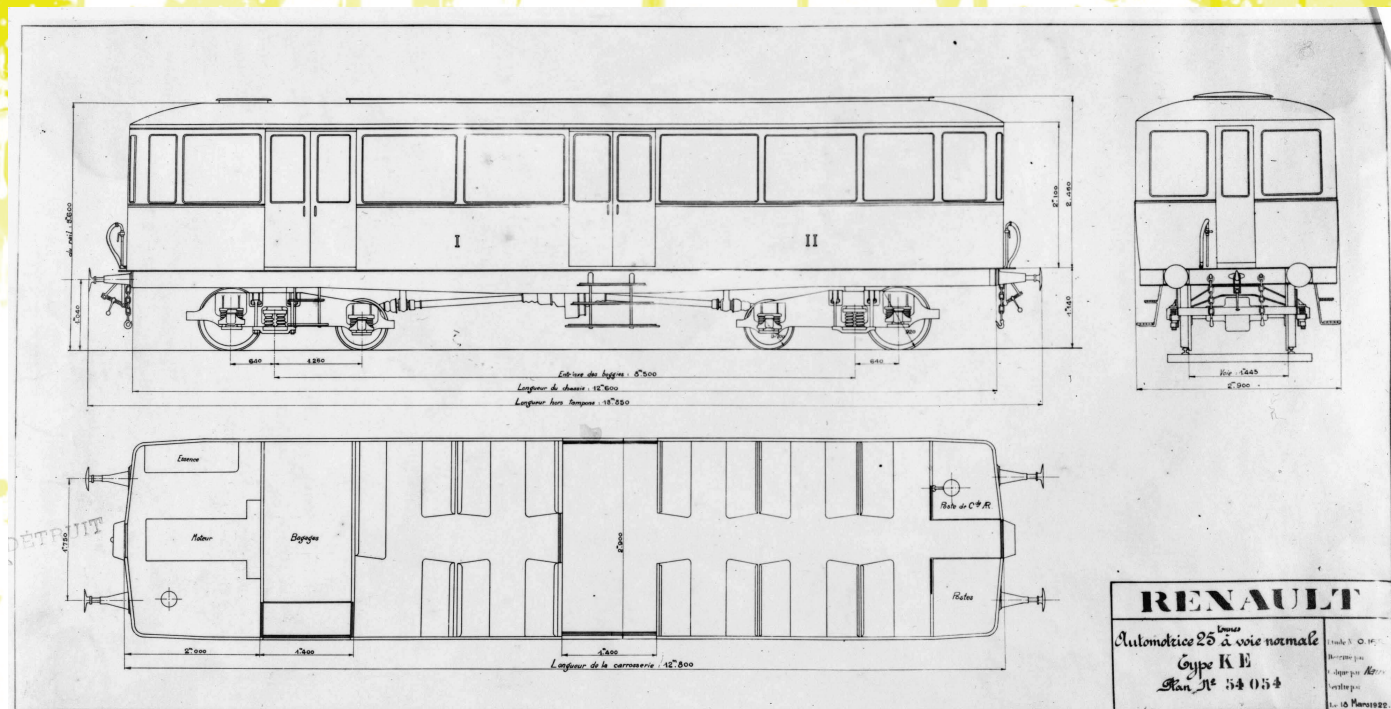
110 years of powertrain innovation

Driven by his passion and taste for technical challenges, Renault continued innovating to create increasingly powerful powerplants. After his very first engine, a two-cylinder unit designed in 1902, he went first to four, then six, then eight cylinders, slowly but surely positioning himself at the top of the range. In terms of the performance and driving enjoyment it delivered, the six-cylinder engine of the Renault 40CV emerged as a benchmark in the 1920s and 1930s. Displacing nine litres, and with plenty of torque on tap from low revs, it enabled Renault to attract a prestigious clientele and, most notably, manufacture the Presidential limousines of the era.

But Louis Renault's passion wasn't restricted to cars; he was drawn by anything that could move. Renault

also developed vans, small omnibuses and generators, as well as aero engines, many of which rewrote the record books in the skies. This diversification was also rendered necessary by the First World War, which led Renault to develop military vehicles, including the famous FT17 tank. Tipping the scales at just 6.5 tonnes, it was half the weight of other models in 1917. It could climb 45 percent gradients, too, and made a decisive contribution to the outcome of the conflict. Renault also designed aero engines, and even manufactured entire aircraft in Billancourt.

Another landmark product of the firm's early history was the Renault AG7 taxi, many of which were employed to speed troops in record time to WW1's Marne battlefield where the enemy lines were successfully pushed back.



Renault's great powertrain inventions

The Louis Renault era

1898: direct rear-drive variable-ratio transmission patented. **1902:** first engine designed and sold by Louis Renault; turbocharger patented. **1904:** removable spark plug patented. **1920:** in-line six cylinder engine for the 40CV (nine litres); remarkably easy to drive thanks to the torque available from low revs. The 40CV was a benchmark for driving enjoyment in its day. **1923:**

- Mechanical servo-brakes patented.
- Overhead camshaft and valve design patented.

The Régie Renault:

1947: development and launch of transfer machines to enable mass production of engines. **1961:** first water-cooling system with expansion bottle on the Renault 4. This closed-loop system meant drivers no longer needed to top up with water, an indispensable chore until then. **1965:** first aluminium engine with cylinder head gasket (to compensate for the differing expansion rates of the aluminium crankcase

and cast cylinder liners). This four-cylinder engine powered not only the Renault 16 but also the A110 Alpines which went on to win the 1973 World Rally Championship. **1978:** first mass-production turbo-charged engine for the Renault 18. **1979:** first standard aluminium diesel engine (J8S).

Renault SA:

1980: Fuego; the world's fastest diesel, reaching 200kph. **1988:** R21 2.0 Turbo (175hp / 227kph). **1999:** first European direct injection petrol engine.

Still today, half of Renault's patents are in the field of powertrain engineering.

Powertrain innovations proven through motorsport

For Renault, climbing rue Lepic in 1898 proved decisive. The young Billancourt-based inventor understood that to win customers at that time, he had to put his creations to the test. And what better test than motorsport to demonstrate the performance and quality of Renault's cars? From the 1902

Paris-Vienna road race to Formula 1, via rallying, speed records, endurance racing and many other racing series, Renault claimed wins in nearly every form of motorsport category in the course of the 20th century.

The early successes

From 1899, Louis Renault and his brother Marcel began racing, starting with the Paris-Trouville and Paris-Ostend road races. The racing bug had bitten. Their competition continued in 1900 with the Paris-Toulouse road race, and in 1901 with the Paris-Bordeaux and Paris-Berlin. In 1902, a Renault engine (powering the Type K Renault) took its first win in the Paris-Vienna road race. Against all expectations, the lightweight Type K, powered by a 16hp twin-block, four cylinder engine, was first across the line, ahead of the prestigious Mercedes and Panhards using much more powerful engines (40hp and 70hp), which were sidelined by mechanical problems. In a sense, this was the first example of downsizing in automotive history. With this victory, Renault proved that performance was meaningless

without reliability. The same year saw Louis Renault patent the turbocharger.

The 1920s: a record-breaking decade

A Renault made its mark as a pioneer during the era of transportation's expansion by setting a long list of records on land, water and in the air.

On land: - The journey from Paris to Warsaw covered in 43 hours, with the Renault 10CV (1922). - A non-stop distance record of 3,385km in 24 hours at an average speed of 141kph (1925). - 24-hour land speed record with the 40CV at Montlhéry, near Paris, France, at an average speed of 173.6kph (1926).

On water: 1922: speed record established at 140kph by a Renault-powered Farman hydroplane.

In the skies: 1923: altitude record of 5,381 metres achieved by a Bréguet-Renault aircraft. 1925: first crossing of the Andes by a Renault-powered Latécoère 25.

The 1950s and 1960s: Renault forges its reputation in motorsport

In rallying: Mille Miglia, Mont Ventoux, Rallye Monte-Carlo with the Renault 8 Gordini. In endurance racing: the Le Mans 24

Hours with Alpine. Plus the speed record of 308.85kph established by the Etoile Filante (shooting star) in 1956 on the Bonneville Salt Flats in the USA.

The 1970s and 1980s: turbocharging in motorsport

Renault introduced the turbocharger to top-level motorsport, securing the European F2 title, the Le Mans 24 Hours with Alpine. The first F1 victory with a small, turbocharged engine was delivered by Jean-Pierre Jabouille driving the RS14 at the French GP), while the Renault 5 Turbo claimed two of the World Rally Championship's most famous classics: the Rallye Monte-Carlo and the Tour de Corse.

The 1990s to 2011: the crowning achievement in F1, the pinnacle of motorsport

With a total of 10 Formula 1 Constructors' world titles to its name, Renault has proven its expertise as an engine builder by competing against the very best in motor racing (Ferrari, BMW, Mercedes).

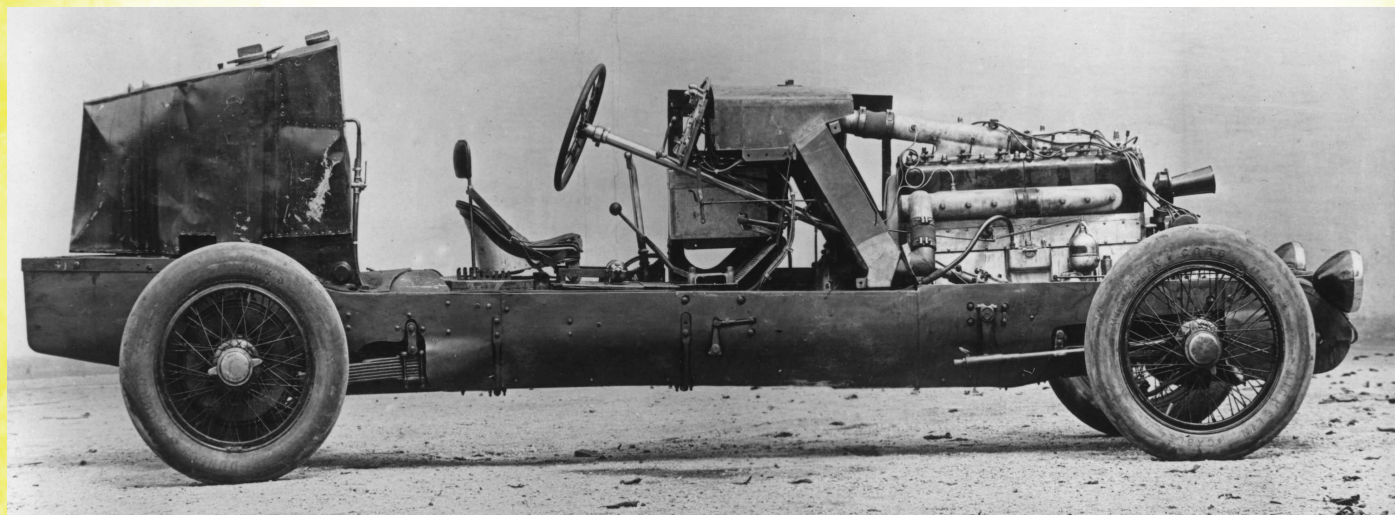
Formula 1, a proving ground for Renault's technological excellence

During 30 years of involvement in the Formula 1 World Championship, Renault has acquired a wealth of on-track expertise which has al-

lowed it to write its own chapter among the greatest engine builders in F1 history. True to tradition, the French volume manufacturer has constantly taken its rivals by surprise thanks to its ability to innovate and think outside the box. From the V6 turbo, to the V10 and now the V8, Renault's engineers have risen successfully to all the challenges they have had to face and in record time, despite the scepticism of certain observers. In the past thirty years, Renault has powered more world champions than Ferrari. That achievement is all the more impressive because it was achieved with four different teams: Williams, Benetton, Renault F1 Team and Red Bull. The brand's powertrain excellence, taste for innovation (both incremental and cleanbreak) and ability to adapt to the constraints, culture and environment of each partner have all contributed to this success.

1977-1986: David and Goliath

In 1977, Renault knocked on the door of Formula 1 with a revolutionary technology, which everybody believed was destined for failure: the turbocharged engine. Two years later, 81 years after the exploit up rue Lepic, in Paris, with the Voiturette, it was the turn of the RS14 – successor to the 'Yellow Teapot' (the uncharitable nickname of the first turbo car which sometimes smoked



like a teapot) – to take victory at the French Grand Prix in the hands of Jean-Pierre Jabouille. Who could have imagined that a V6 engine of just 1,500cc would be capable of outclassing the prestigious cars running the 3,000cc V8 and V12 engines made by specialists like Ferrari, Ford and Alfa Romeo. The secret was the forced induction enabled by a turbocharger born in the fertile minds of the engineers and technicians at Viry-Chatillon. This victory was followed by 19 more between 1979 and 1986. The success of the turbo challenge told the world about the powertrain expertise of Renault as a volume manufacturer. After being much criticised initially, turbocharging soon became the norm in F1.

1989-1997: The 'V10' era

After the turbo adventure, Renault innovated once again by sharing its expertise as an engine maker with the Williams team. What's more, it surprised the field by choosing to develop a V10 engine in a sport primarily composed of V8 and V12 units. The 3,500 cc narrow-angle

V10 (67°) was something of a UFO, yet it achieved success in its debut season, with two wins. From 1991, the V10 Renault helped transform Williams-Renault into title contenders. Indeed, the Renault engine helped Nigel Mansell work miracles and brought a resounding Drivers' and Constructors' championship double. The radical innovation from the engineers and technicians at Renault soon became the new benchmark, and practically all of the competition switched to the same engine architecture by 1996. For six seasons, the Renault V10 dominated the sport, winning five Constructors and four Drivers' titles with Williams-Renault. But the British team wasn't the only recipient of Renault engines: it also supplied Ligier and Benetton, proving its ability to supply the same engine to teams which had their own different cultures and priorities.

2002-2007: The "100% Renaults"

Back as a complete team (chassis and engine), Renault claimed

Driver/Constructor grand slams with Fernando Alonso in 2005 (with its famous V10) and 2006 (with the brand new V8).

In 2011, Renault refocuses on its core activity as an engine maker in F1

Renault reaffirms its commitment to Formula 1 by refocusing on its core activity and expertise in F1: the design, development and preparation of engines for multiple teams. The result: two more Constructors' titles as supplier of the RS27 V8 engine in association with Red Bull Racing, in 2010 and 2011, plus the Drivers' crown for Sebastian Vettel the same years.

By choosing to work with four teams in 2012, equivalent to a third of the grid, Renault will demonstrate better than ever its expertise as an engine maker and is preparing for the challenges of the future – particularly that of the new engine regulations for 2014, which will bring the Formula 1 universe more in line with the priorities for production cars.





The main guiding principles behind these changes are to enable production vehicles to profit from innovations in F1, improve environmental performance, bring down budgets and, finally, put on the most spectacular show possible...

The next Formula 1 engine will be a powertrain composed of three principal elements: a six-cylinder normally-aspirated engine, a turbo machine and an electrical unit. For Renault, whose history is defined by challenges, this is an exciting perspective and a fantastic new challenge for the company's engineers! It will call on their creative abilities, as well as on their ability to question received wisdom, and the passion of all the teams for innovation, in order to make the most of the new rules. In other words, Renault will have to draw on its DNA to meet this new challenge.

And now: Renault's technological excellence in F1 is being carried over to our road cars

"F1 is an extraordinary laboratory

which allows us to try out new technologies in extreme conditions," explains Renault Chief Operating Officer Carlos Tavares. "Our 30-year-long F1 involvement has allowed us to hone our expertise in downsizing, reducing friction and cooling management: all of them are key advantages for improving the energy efficiency of our road cars while maintaining driving enjoyment."

Renault is once again leading the way, and has been using its on-track expertise to develop its production engines for several years. After being a trend-setter in the realm of downsizing in F1 with its 1.5 litre turbo engine as early as the late 1970s, Renault has been at the forefront of electric powertrain development for road cars since 2007, with the ambition of becoming the first manufacturer to market a full range of zero emission vehicles.

With the 2014 FIA regulations, Renault's electric vehicle strategy is thrown into even sharper relief, and F1 will help drive Renault forward in designing and manufacturing electric motors for the general

public.

An obsession – improving the energy efficiency of engines to reduce fuel consumption

Throughout its history, Renault has always aimed to continuously and progressively improve the energy efficiency of its engines, particularly through the downsizing that was made possible by the introduction of mass-production turbocharging. In addition to improving performance, this brought improvements in efficiency and therefore reductions in fuel consumption. Throughout its history, Renault has long innovated to improve the energy performance of its engines. As a trend-setter in the field of downsizing, it is today focused on marketing increasingly fuel-efficient engines.

Thanks to its expertise in energy efficient engines, Renault is well equipped to meet its twofold objective: to become a leader in all-electric powertrains, while also pushing back the limits when it comes to downsizing internal combustion engines. The firm is more



committed than ever to its target to become the European leader in fuel consumption and CO2 emissions: the average emissions of the Renault range will drop from 134g/km today to 120g/km by 2013 and to less than 100g/km by 2016.

Timeline:

1925: Renault establishes its first world fuel consumption record with the 6CV which only used 3.6 litres of fuel to complete 100km at 90kph.

1947: thanks to the optimised performance of its small 747cc four-cylinder engine, the Renault 4CV consumes just 5.5 litres/100km at 90kph, which makes it the definitive post-war family vehicle.

1980: 4.5 litres/100 km at 90kph for the Renault 5 GTL running the

'Cléon Fonte' engine, designed for improved low-end torque.

1987: the Vesta prototype becomes the first car to beat the 3 litres/100km barrier.

2000: Renault innovates with the 1.5 dCi, a small downsized common-rail diesel engine, while rivals are still offering 1.9 litre or 2.0 litre blocks. In just 10 years, thanks to a policy of ongoing improvements, Renault has succeeded in improving the fuel consumption performance of its best-selling engine by nearly 1 litre/100km to reach 3.4 litres/100km under the bonnet of Clio and Mégane.

In 2011, Renault took a further step forward in the sector with its Energy range of engines. Boosted by its 10 world Constructors' championship titles, Renault called on the talents of its Formula 1 engi-

neers to contribute their technological expertise gained on the race track to the development of this new range of engines. Two of the men behind the success of the Renault V10 in the 1990s, Philippe Coblence and Jean-Philippe Mercier, took charge of the development engineering for the new Energy dCi 130 and Energy TCe 115 engines.

Their knowledge of racing engines enabled them to set new benchmarks for downsizing by using technical solutions proven in F1. The Energy range of engines includes unprecedented levels of technology for this level of range, with fuel consumption savings of up to 25 percent compared to current engines. Once again, Renault engines lead their class in this domain.

Text: Media Renault
Fotos: Media Renault



- “The Alpine Berlinette is really going to surprise a lot of people,” warned Amédée Gordini. They were prophetic words.

- The Berlinette was a stylish thoroughbred which people fell in love with. It defined its era just like creator, Jean Rédélé.

- The Alpine A110 Berlinette remains an inspiration even today – and embodied Renault's sporting passion and powertrain excellence.

Renault will be celebrating the 50th anniversary of the A110 throughout 2012, and most particularly at the following events:

-Salon Rétromobile, Paris (February 1-5): six A110s will be displayed on the Renault stand.

-Goodwood Festival of Speed, England (June 29 – July 1): static display and demonstrations of A110s from the Renault Collection.

-Festival Renault at the Linas-Monthéry Autodrome, near Paris

(September 22-23): static display and demonstrations of A110s from the Renault Collection.

A star is born

When Jean Rédélé unveiled the A110 Berlinette at the 1962 Paris Motor Show, it marked the start of an Alpine adventure for the engine from the Renault 8. The car had been developed from the Alpine A108, but was more stylish and more dynamic, with an even lower engine cover, a larger glazed area and the rear lights from the Renault 8. The new engine demanded changes to the air intakes: with the radiator mounted at the rear, cooling exits were opened in the resin bodywork behind the rear wheel arches, disguised with four chrome strips. The changes served only to heighten the elegance of the A110 Berlinette. The restrained, balanced silhouette maintained its extremely pure lines.

A car for enthusiasts

To drive a Berlinette is a life-

changing experience. Above all, it was designed to win rallies, so it's not surprising that it has a certain pedigree; not a tricky personality, but real character. You don't climb aboard an Alpine, you slide into it. But once you're behind the wheel, the connection is immediate.

Distilled purposefulness

The engines

Drawing on Renault's range of powertrains, the Berlinette followed the trend of the company's engine development – reflecting the trust that Renault, won over by the quality of Alpine's work, had placed in the brand. Following in the footsteps of the engines that powered the Dauphine and Renault 8, units from the R12 and R16 were used as the basis for engineering wizardry. Marc Mignotet was one of the most famous 'wizards', and he developed numerous versions of the Renault 8 engine, with capacities of 956cc, 1,108cc, 1,255cc and 1,296cc. Under the leadership of Amédée Gordini, the 1,108cc unit of the



Renault 8 reached a power output of 95hp thanks to a dual carburettor. Subsequently, the engine bay housed the 1,289cc engine from the Renault 12TS, then the 1,470cc, 1,565cc and 1,647cc units from the Renault 16, and the 1,605cc from the Renault 17.

Roadholding

Those who have driven the Berlinette often suggest that it holds the road better when cornering than it manages in a straight line. Agility and traction are particular strong points thanks to the mid-rear position engine, which tends to produce oversteer that is easy to control using the steering and throttle. It's sometimes a little trickier to keep going in a straight line, but life's all about compromise... This isn't a car you simply take for a drive – it demands to be properly driven. Its weaknesses are also its strengths.

Equipment

Behind the leather-trimmed steering wheel, the comprehensively-equipped dashboard features a speedometer and rev-counter. Depending on the version, it could also include gauges for oil pressure, water temperature, an ammeter and a clock... But the rest was sparing, if not spartan. The sliding leatherette seats featured adjustable back rests. The doors sported manual window winders. Sometimes there was a grab handle for the passenger – particularly useful in certain circumstances... But there was also a long list of options, including additional lights, a large fuel tank, alloy wheels and bucket seats.

More than 7,500 cars produced

Production of the A110 in France, at the Dieppe factory, was as follows:

1963:	50
1964:	94
1965:	159
1966:	203
1967:	194
1968:	246
1969:	560
1970:	933
1971:	1024
1972:	846
1973:	459
1974:	613
1975:	800
1976:	578
1977:	133

In July 1977, the 6,892nd and final Berlinette built in France rolled off the assembly lines at the Alpine factory in Dieppe. Curiously, it wasn't blue – the iconic colour long associated with the A110 – but a green metallic version.

The Berlinette was also produced in small quantities in Brazil, Mexico (around 300 cars), Bulgaria (appro-



ximately 1,500). In total, the car found more than 7,500 happy owners.

The Berlinette in motorsport

The light weight and handling qualities of the Berlinette meant it was perfectly suited for motorsport. As well as being fun to drive, the cars were favourites with the fans, who often saw them cornering hard at lurid angles. It's almost impossible to catalogue every motorsport triumph for the Berlinette, but these are the main stages of the adventure.

1961-1968: the early successes José Rosinski took the first win for the A110 at the 1963 Rallye des Lions. The remainder of the season followed this trend, with exploits including a win for Jacques Cheinisse on the Rallye d'Automne. In the years that followed, a number of 'privateer' drivers achieved success at national and international level

ahead of much more powerful cars from well-established brands.

-1967: assembling a great team

Alpine became Alpine-Renault. New drivers joined the line-up: Gérard Larrousse, Jean-Claude Andruet and Jean-Pierre Nicolas in the works team, but also, among others, Bernard Darniche in the privateer ranks.

-1968: the first French Rally Championship title

After victories on the Neige et Glace and Rallye de Lorraine for Gérard Larrousse, Jean-Claude Andruet claimed the French title thanks to a total score of four wins during the season.

1969: Hitting its stride

Jean Vinatier and Jean-Claude Andruet were the stars of the season, with the former going on to be-

come the French Rally Champion at the end of the year.

1970: European and French titles

The Berlinette 1600S was homologated for Group 4, which finally allowed the car to fight on almost equal terms with more powerful competitors. Jean-Claude Andruet, who had calmed his approach after several notable incidents, was crowned French and European Champion.

1971: the Berlinette dominates the Rallye

Monte-Carlo

Another good year. Ove Andersson won the Rallye Monte-Carlo. Thérier finished second and Andruet third. Andersson also took the win in Italy against the flotilla of Fiats and Lancias dispatched to beat him. He subsequently triumphed on the Austrian Alpine Rally and



on the Acropolis, securing the international title for Alpine. Jean-Pierre Nicolas won the French Championship.

1972: Heading for glory

The 1,600cc engine was replaced by a more powerful 1,800cc unit. Jean-Claude Andruet dominated the Tour de Corse. Numerous wins followed, shared between the team's drivers. Darniche was crowned French Champion at the end of the year, while Jean-Luc Th  rier claimed the Rallye des C  vennes driving a turbocharged 1,600cc version. This was the first stirrings of a technology destined for major succes

1973: The climax of an era

Just imagine the best French drivers of the era: Andruet, Darniche, Th  rier, Nicolas and Piot ably supported by the experienced Andersson. What's more, a team of mechanics giving their heart and soul, plus a car at the peak of its development. The season began with victory for Andruet on the Rallye Monte-Carlo, followed home by four other Alpines.

In Portugal, Th  rier and Nicolas scored a one-two. On the Rallye du Maroc, Darniche was unbeatable. And the rest of the season followed the same trend. Alpine won the inaugural World Rally Championship title and Jean-Luc Th  rier was crowned French Champion.

1974 – 1975: the end of the works era

Nicolas won the Rallye du Maroc and finished second on the Tour de Corse. This was the Berlinette's swansong, and the year produced the last major win for the A110 on the Crit  rium des C  vennes, driven by Jacques Henry.

After a glorious career, and with a proud track record, the Berlinette was retired as a works machine. But during the years that followed, this didn't stop it claiming plenty more wins in the hands of privateer drivers who simply loved being behind the wheel of this iconic car.

Text: Media Renault
Fotos: Media Renault

The different versions

Year	Type	Engine	Cubic capacity	DIN Power	Mechanical origin
1963	956		956 cm ³	44	Renault 8
1964	70	1100 VA	1108 cm ³	58	Renault 8 Major
1965	100	1100 VB	1108 cm ³	77	Renault 8 Gordini 1100
	1150	1100 VC	1149 cm ³	93	Renault 8 Gordini 1100
1966	1300G	1300 VA	1255 cm ³	88	Renault 8 Gordini 1300
1967	1300S	1300 VB	1296 cm ³	102	Renault 8 Gordini 1300
	1500	1500 VA	1470 cm ³	75	Renault 16
1968	1600	1600 VA	1565 cm ³	92	Renault 16 TS
1969	1600S	1600 VB	1565 cm ³	122	Renault 16 TS
1970	V85	1300 VC	1289 cm ³	72	Renault 12
1973	1600 SC/SI	1600 VD	1605 cm ³	122	Renault 12 Gordini
1976	1600 SX	1600 VH	1647 cm ³	95	Renault 16 TX



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FESTIVAL RENAULT



22-23 SEPTEMBRE 2012
AUTODROME - MONTLHERY

Renault is pleased to announce that it will be organising 'Le Festival Renault' on **September 22-23, 2012**.

This unique gathering, which will take place at L'Autodrome Linas-Montlhéry, near Paris, France, will provide the brand's fans and owners with an exceptional week-end out, whatever the focus of their passion, from Megane R.S. to the Estafette, Fluence Z.E. or the Renault 5!

More than 6,000 people and 2,000 vehicles are expected to attend the two-day festival which will feature a packed **programme** of fun and en-

tertainment for all the family, **including:**

-**The 'Village Renault'**, with displays of historic vehicles, current models, concept cars and Formula 1 single-seaters.

-**The 'Village des Clubs'**, where visitors will discover displays of vehicles that are this year celebrating anniversaries, plus a variety of entertainment, club stands and a play area for children.

-**Special paddocks** for visitors who wish to exhibit their personal vehi-

cle, however old or young...

-**Track rides** alongside well-known drivers, plus the presence of celebrities, etc.

Registration documents to attend Le Festival Renault will be available online from today, February 1, at

www.festivalrenault.com

This bespoke website will also provide a host of other useful information.

Text: Media Renault
Fotos: Media Renault



-Dating back to 1976, the story full of victories linking Alain Prost to Renault is taking on a new dimension in 2012.

-**This year**, the four-time Formula 1 champion is becoming an ambassador of the Renault brand.

-**Alain Prost** will place throughout the year all his expertise and renown at the service of Renault and its vehicles.

More than 30 years after the start of the relationship between the four-time F1 champion and Renault, the two partners have decided to give a new dimension to their collaborative effort. By accepting to become a brand ambassador, Alain Prost will place all his technical expertise, professionalism and renown at the service of Renault and its products. Throughout the year he will take part as a Renault driver in sports demonstrations and also as a representative at events organized or attended by Renault.

"Renault's history is intimately linked to that of motorsport and I have a deep attachment to the brand, with which I achieved some of the greatest successes in my sporting career, Alain Prost said. I accepted this mission with pleasure and I intend to accomplish it with professionalism."

"We are delighted that Alain Prost has accepted the role as our brand ambassador. Carlos Tavares, Chief Operating Officer said. As a four-time Formula 1 champion renowned the world over for his technical expertise, Alain is without a doubt one of the most demanding 'customers' that Renault has ever had! He is the best-qualified personality for talking about the progress made by Renault in the last few years on quality, technological innovation and performance."

Alain Prost has taken the wheel of a Renault Duster on 23 February at the Race Stars in Moscow. The event marks the first appearance of the "**Professor**" as an ambassador of

the Renault brand.

Alain Prost and Renault in a few dates

-**1976:** Formula Renault French champion.

-**1977:** Formula Renault European champion.

-**1981:** Formula 1 driver for Renault-Elf Team. First podium finish at the Argentine Grand Prix. First victory at French Grand Prix.

-**1982:** Victory in first two Grand Prix races of the season. Fourth-ranked driver.

-**1983:** Second in Formula 1 drivers' championship.

-**1993:** World champion Formula 1 driver with Williams-Renault.

-**2009:** First Trophée d'Andros race in Dacia Duster.

-**2012:** Victory in Trophée d'Andros at the wheel of Dacia Lodgy "Glacé".

Text: Media Renault
Fotos: Media Renault



Following the launch of New Renault Twingo at the start of the year, this spring will see Renault Sport bring out New Twingo R.S., as well as the latest Gordini R.S. version:

- Unique, sensual styling: a sporty take on Renault's new visual identity which expresses driving enjoyment and excitement.

- New Renault Twingo R.S. benefits extensively from Renault Sport Technologies' experience in the design of competition and sporty cars.

- CO2 emissions reduced to 150g/km and combined-cycle fuel consumption reduced to 6.5 litres/100km.

- Built to even higher quality standards, backed up by a network of specialists with unrivalled expertise.

- Marketed in 20 countries. Order books will open in France on February 20, 2012. Tax-paid prices (in France) will start from €16,900 for the R.S. version and from €18,100 for the Gordini R.S. version.

Genuine sporty credentials

New Twingo R.S., which will go on sale from mid-March 2012, features the sporting interpretation of Renault's new styling identity, including a dynamic grille design with four lights and a front bumper incorporating an F1-style blade. This detail, which now runs across the Renault Sport range, recalls Renault's success in Formula 1. The hallmark Sirius Yellow finish will be available as an option from the end of May. The rear end of the car features a tailgate-mounted lip spoiler, a special bumper incorporating a diffuser and aerodynamic extensions on the rear wheel arches. Also available is a Design Pack which includes Grey/Dark Gunmetal Grey door mirror housings, F1 blade and R.S. lip spoiler, plus chrome details for the fog light surrounds. It will also be possible to specify new 16-inch 'Emotion' alloy wheels complete with 'R.S.'-badged centre caps which proudly proclaim the car's pedigree.

Trademark Renault Sport yellow stitching will feature inside New Twingo R.S. (on the steering wheel,

seats and dashboard cowl), while the dashboard, radio console, rev-counter housing and lateral air vents all come with Gloss Black inserts. The top of the steering wheel, seat backs and cushions, rev-counter surround and manual climate control controls are picked out in white.

Renault Sport expertise

New Twingo R.S. brings the driving enjoyment and sporty performance associated with Renault Sport Technologies' experience of motorsport to an even wider audience:

- a feisty, normally-aspirated 1.6 16V R.S. engine (133hp/98kW at 6,750rpm, and 160Nm of torque at 4,400rpm),

- outstanding road holding with the standard Sport chassis. The optional Cup chassis (ride height lowered by 4mm) is an exceptional feature in New Twingo R.S.'s class,

- big brakes: 280mm-diameter front discs and 240mm-diameter rear discs,

- unique for a small hot hatch: the optional R.S. Monitor, a functional and fun on-board telemetry system.

Despite its exceptional performance credentials for its class, New Twingo R.S. boasts low CO2 emissions (150g/km, a saving of 3.2 percent compared to the former version) and fuel consumption (6.5 litres/100km, a saving of 3.0 percent).

A promise of quality supported by a network of specialists

Since its launch in September 2008, Twingo R.S. has emerged as a top-three seller in its class (A segment / Very High Performance), with sales totalling more than 10,000 vehicles.

Like its bigger sisters, Clio R.S. and Mégane R.S., New Twingo R.S. is supported by a network of 350 Renault Sport specialist dealers across the world, for expert servicing dedicated to performance cars.

Twingo Gordini R.S.: the 'French Touch', plus premium features as standard

Thanks to its instantly recognisable style, 17-inch diamond-effect black wheels, leather trim and automatic climate control, New Twingo Gordini R.S. defines sporty chic in imitable fashion with its twin stripes. In addition to the blue interior option, a new grey interior can now be specified, irrespective of body colour (Malte Blue, Glacier White, Pearlescent Black or Vif Red). New Twingo Gordini R.S. adds a touch of refinement to the attraction of the Renault Sport range.

New Twingo R.S. – Equipment list (France)

NEW TWINGO R.S. =

- ABS with emergency brake assist
- ASR traction control
- Audible seat belt warnings for driver and front passenger
- Frontal driver and front passenger airbags (passenger airbag disconnectable)
- Lateral front thorax airbags
- Front curtain airbags
- Automatic activation of hazard warning lights under emergency braking
- Height-adjustable front head rests
- Specific black rear lip spoiler
- Sport chassis
- Manual climate control
- Remote central locking
- Renault Sport-badged rev-counter with grey background, plus gear-shift warning light
- Deadlocking
- Power steering
- Fully disconnectable ESC
- Boot light
- Automatic windscreen-wiper wipe speed
- 16-inch Emotion alloy wheels
- Electric front windows (one-touch on driver's side)
- Seven-function trip computer
- Aluminium gear lever knob
- connectivity
- Black heated electric door mirrors
- Height-adjustable driver's seat
- Independent sliding rear seats with head rests
- Extra-tinted rear glass
- Renault Sport steering wheel and metal gear lever knob
- Specific front and rear bumpers with black central section
- Black fog light surrounds
- Specific R.S. exhaust with chrome tailpipe

- Body colour F1-type front blade
- Specific R.S. seats with extra side support and visible double-row yellow stitching
- Trimmed dashboard cowl with visible yellow stitching
- Aluminium pedal caps
- Cruise control with speed limiter
- Tyre repair kit
- Black headlight masks

Gordini R.S. = R.S., plus:

- Gordini Series badging
- White stripes¹
- Specific Gordini rear lip spoiler
- Trimmed dashboard cowl with visible Technical Grey stitching
- Automatic climate control
- Blue rev-counter with white background, blue housing and white surround
- Gloss black centre console
- White door mirror housings and rear lip spoiler*
- 17-inch black diamond-effect alloy wheels
- Blue gear lever bellows and Gordini-badged metal gear lever knob
- Black leather door trim insert
- Gordini plaque
- Renault Sport seats with extra side support, quilted blue and black leather Gordini-badged upholstery
- Gordini front carpet mats
- Renault Sport leather-trimmed steering wheel with blue pattern and white stripes
- Chrome fog light surrounds
- Glacier White F1-style front blade

**Gunmetal Grey for Glacier White versions*

Text: Media Renault
Fotos: Media Renault





To celebrate Valentine's Day, Renault is launching the limited series Twingo Mauboussin.

-This sophisticated and elegant limited series arrives in French showrooms on February 20, 2012, with prices starting at €13,500 incl. VAT for the petrol version.

-Twingo Mauboussin ships with a choice of two engines, the dCi 85 eco2 or 75 hp 1.2 LEV 16V eco2, both of which are eligible for the eco-bonus in France, with CO2 emissions of 90g and 105g/km respectively.

-New Twingo Mauboussin will also be available in Italy, Austria and Morocco.

A jewel of a limited series

Mauboussin, the celebrated jeweller based in Place Vendôme in Paris, is joining forces with a vehicle manufacturer for the first time to create the limited series Twingo Mauboussin.

Like a jewel, the vehicle reflects the universe of the Mauboussin brand, with its sophisticated upholstery, half-leather, half chocolate-coloured cloth, the elegant tourmaline

brown metallic paintwork, the chic detailing of the Mauboussin logo on the door panels, headrests and protective mats, and the sensual luxury of the label on the bonnet, tailgate and sides....

"Luxury is being able to make dreams come true. Luxury means expressing emotion and excellence. Renault and Mauboussin have set out to enable as many women as possible to acquire their dream car, combining emotion and excellence. Twingo Mauboussin is luxury that captures the spirit of the times," adds Alain Némard, CEO of Mauboussin.

The limited series Twingo Mauboussin is largely inspired by the design cues underpinning Renault's new design identity. On the bonnet, the brand logo is larger and more vertical, standing out against a black backdrop. The front end, which is particularly expressive and appealing, maintains the cues that made first-generation Twingo such a success.

In the cabin, special upholstery, air vents and air-conditioning controls in tourmaline brown, along with original protective mats, underline the car's elegant character.

As the ultimate, precious detail, all buyers of a limited series Twingo Mauboussin will receive a silver Mauboussin pendant watch named "1960, je t'aime".

A car lovingly created for Valentine's Day

"In deciding to work with Renault, we opted for French excellence. With its Tourmaline Brown bodywork, and chocolate-toned interior, Twingo Mauboussin is a gourmet choice," points out Alain Némard. Pooling their talent and artistic sensitivities, Mauboussin and Renault designers defined the colour, sensual materials and lines of the project. The creative result of this limited series illustrates the spirit of freedom expressed by both partners.

This limited series is the latest in a long line created by Renault with prestigious partners from the worlds of luxury and fashion in particular. These limited series models have always caused a stir and enjoyed considerable success.

Text: Media Renault
Fotos: Media Renault



Mégane R.S. showcases Formula 1 livery



With days to go before this year's Formula 1 season kicks off, Renault Sport Technologies has unveiled four show cars decked out in the livery of the four teams that will be powered by Renault engines in 2012, namely Red Bull Racing, Lotus F1 Team, Caterham F1 Team and Williams F1 Team.

These four Mégane R.S.-based vehicles will be on display and used at events and sports demonstrations attended by Renault over the year. They highlight Renault's 35-year commitment to Formula 1.

Renault has built up its technological expertise throughout its involvement in Formula 1, during which

time it has secured 10 constructors' world titles. This expertise has now been carried over to its mass-market road cars, from the brand-new Energy line of powerplants to the R.S. range of sporting models.

Text: Media Renault
Fotos: Media Renault





Building on the success enjoyed by the Black Edition versions of Laguna and Koleos, Renault has introduced a special Black Edition version of Fluence. The new car boasts the same features as those which helped forged the popularity of its two predecessors, namely a comprehensive equipment package, metallic paint and distinctive exterior and interior looks.

Fluence Black Edition is based on the model's Dynamique equipment level, to which Carminat TomTom Live navigation and rear parking sensors have been added.

Exterior styling changes concern the fitment of 17-inch diamond-effect alloy wheels, specific front and rear bumpers, a gloss black diffuser and specific body-colour side protective mouldings. Extensive use has also been made of chrome details for the lower window trims, door handles, boot trim and exhaust tailpipe.

The impression of quality inside the cabin has been further upgraded by the switch to mixed fabric/TEP upholstery, a leather-trimmed steering wheel and gear lever knob and

aluminium pedal covers.

Order books are already open for Fluence Black Edition which is powered by the dCi 110 engine mated to a six-speed manual gearbox. Fuel consumption is 4.6 litres/100km (equivalent to 120g of CO₂/km) and the newcomer's price is €23,500.

Full equipment list and options price list available at www.renault.fr

Text: Media Renault
Fotos: Media Renault





Renault is celebrating the official launch of Renault Twizy at the Geneva Motor Show with the presence of one of France's most in-demand music artists, David Guetta, the winner of two Grammy Awards and voted the world's best DJ. Accompanied by his wife Cathy Guetta, the woman behind the famous Ibiza parties, David Guetta is kicking off the Renault Twizy world promotion partnership signed with Renault with some serious music.

Geneva, March 6, 2012 – Cathy and David Guetta are as of today Renault Twizy ambassadors. They will play the leading role in an exceptional communication campaign for Twizy called "Plug into the positive energy" set for launch in spring 2012.

The one-year, worldwide partnership sets a global communication campaign in motion.

As part of the partnership, David Guetta will launch an edit of the song Alphabeat from his latest album *Nothing But the Beat*.

Renault is adding an all-new digital experience for electronic music

lovers: a 3D sound developed specially for the campaign, available as of today on the www.twizy.renault.com website and all Renault sites worldwide.

The next step in the campaign will be a David Guetta video entitled "Alphabeat - Plug into the positive energy" directed by So Me, who has already created videos for Justice and Kanye West. The film will include a version developed exclusively in interactive format via Facebook Connect. The Alphabeat video will make its world debut at a private soirée at L'Atelier Renault on the Champs-Élysées in Paris on March 27.

Lastly, a global Renault Twizy ad campaign will be launched in the spring.

"Twizy represents innovation and technology and it's fantastic to be play a part in a futurelooking project," says David Guetta.

"We are delighted to be a part of the electric revolution, especially with a car as cool, cute, fresh and easy to use as Twizy," says Cathy Guetta. "It would be really amazing

if electric cars were everywhere tomorrow!"

"The partnership with David and Cathy Guetta was a natural choice," says Stephen Norman, Senior Vice President, Global Marketing & Communication at Renault. "For Renault Twizy, a full-electric urban tandem featuring one-of-a-kind styling and targeting the rising generation, we wanted a strong and indisputable icon whose positive energy, French roots and international success embody this shift into a new world."

With nearly 30 million Facebook friends, worldwide sales of several million albums, nearly one billion videos watched on YouTube and 3.7 million Twitter followers, David Guetta is also the most downloaded artist on musical platforms in Europe. The French artist topped the 2011 Top 100 DJs rankings published by DJ Mag and received two Grammy Awards. Cathy Guetta, an artistic director, organizes world-famous evenings that have already attracted several million clubbers around the globe.

Text: Media Renault
Fotos: Media Renault



Renault Twizy marks the beginning of the all-electric revolution with a completely innovative two-seater design that's protective and comfortable, fun yet daring, open and revitalising. Designed from the wheels up as an ultramobile, this impertinent newcomer is about to shake up the world of motoring! All large cities have problems with congestion, and Twizy stands out as THE urban mobility solution. Just like Twingo and Espace at the time of their launch, Twizy has anticipated motorists' needs. And not only does it inaugurate a new vehicle architecture, but it also packs all of Renault's DNA...

The time has come: Twizy is ready to electrify the city! As a pioneer in this area, Renault is the only manufacturer to market a unique range of affordable electric vehicles, with Fluence Z.E., Kangoo Z.E. and, now, Twizy which will be joined at the end of this summer by ZOE. Twizy is an incredible UDO (Unidentified Driving Object) developed by Renault Sport Technologies and will be manufactured in Renault's factory in Valla-

dolid, Spain. It will go on sale across the Renault network from March 15, 2012. With tax-paid prices starting from €6,990*, the new model is an urban transport revolution which delivers safety, comfort and free-moving mobility.

Some benchmarks stand out as universal, iconic concepts which everybody copies, while others are in the process of becoming such products. Some of Renault's strokes of genius, like Twingo, Espace and Scénic, come under the first heading. Meanwhile, with a head start of two or three years on its competitors, Twizy already belongs to the second category... Designed from the wheels up as a 100% electric vehicle aimed at urban mobility, there's nothing to match Twizy on the market. First unveiled at the 2009 Frankfurt Motor Show as an avant-garde concept, Twizy is now poised to arrive in Renault showrooms later this month. Aimed equally at women and men, young people and professionals, Twizy doesn't have a target customer per se – apart from motorists looking for a

vehicle which is not only out of the ordinary but which also delivers genuine, economical and environmentally-respectful fun.

A UNIQUE CONCEPT FOR FASTER MOBILITY THAN A CAR..

Yes, it's possible to be quiet and still make a lot of noise! Twizy brings city dwellers an incredible new urban mobility solution – for one person or two up. Thanks to its ultra-compact footprint (length = 2.34m / width = 1.24m) and very low centre of gravity, Twizy can slip into the smallest of gaps and park on a dime. It takes barely six seconds to accelerate from zero to 45kph (the same performance as a 125cc scooter over a distance of 50 metres): Twizy is an incredibly effective four-wheeler! On a typical urban journey, it enables a time saving of 25% - including parking – without consuming a drop of fuel. Thanks to the panoramic visibility it offers, as well as its thin windscreen pillars, open architecture, 3.4-metre turning circle and parking aids, agility in traffic



becomes a way of life.

... THAT'S SAFER THAN A TWO- OR THREE-WHEELER

The regulations that govern quadricycles are not the same as those for a car, but that didn't stop Twizy from drawing on Renault's exceptional expertise in the field of vehicle safety. To begin with, four wheels are obviously more stable than two or three, while Twizy is equipped with disc brakes all-round and hugs the road thanks to exclusive development input from Renault Sport Technologies. Its friendly features and unusual proportions form a protective cell around two genuine seats, while the driver benefits from a front airbag and a four-point harness, plus a three-point seat belt for the passenger. Twizy's optional doors provide additional protection from both the elements and draughts. Meanwhile, its two dash-mounted glove boxes (3.5 and 5 litres, the latter lockable) are equipped with a 12V power supply, and a further 31-litre storage area is concealed behind the passenger seat.

Twizy isn't just about freedom of movement – it also allows owners to tread their own path when it comes to styling, too. They can choose between discreet or trendy, dispensing with the usual cues and colours. Twizy is open to the world around it and offers a variety of interior styles that create individualised, visual harmony. Style is a personal thing, so customers can choose everything, from the motor to the colour, from the transparent roof to the materials. With its gullwing doors and striking urban looks, Twizy is sheer class and a guaranteed head-turner...

THREE FINISHES AND FOUR COLOURS...STYLE IS A PERSONAL THING

Twizy comes in a choice of three equipment levels: URbAN (safety and maximum comfort, even for the entry level version), COLOR (high on looks and colour) and TECH-NIC a (classy black and white trim, alloy wheels and metallic paint as standard. To cater for restrained or more flamboyant tastes, the body

can be ordered in white, black, grey or red, or even with a two-tone livery. With a selection of three trims for the Color version, the roof, optional doors, glove box lids and even seat upholstery can be specified in blue, red or green. The same applies to the diamond-effect aluminium alloy wheels which can be specified to match the same three colours (option). Last but not least, the Technic equipment level is modern down to the smallest details, from the carbon-fibre look on the body decals to the white front seat back and anti-UV transparent roof (available as an option at a later date).

TWIZY: A REAL CHOICE

To cover individual needs, Twizy is available with a choice of motors, one of which enables it to be driven without a driving licence:

- Twizy 45 (no driving licence required, depending on national legislation): 4kW (5hp), instantly available peak torque of 33Nm but top speed capped at 45kph,

- 13kW (17hp), maximum torque of 57Nm and a top speed of 80kph.

Further customisation will be possible from launch thanks to a range of comprehensive decal sets which, in addition to the different equipment levels, will permit owners to

design their own Twizy as a function of their personal tastes.

A RAFT OF ACCESSORIES

Handsfree telephony, a 50-litre carrier bag, a leg cover for protection against the elements, a rear parking sensor, an anti-theft alarm... Twizy

can be adapted to every need and desire, proving that it's perfectly possible to be simple yet well-designed!

Text: Media Renault
Fotos: Media Renault





-The new limited edition 'Monaco GP' version of Mégane Coupé-Cabriolet marks Renault's contribution over the years to the legend of the Monaco Grand Prix.

-The new limited edition version will be marketed in 12 countries and will go on sale in France today. Price is €32.800

The limited edition Monaco GP version of Mégane Coupé-Cabriolet is big on personality. Its unmistakably sporty front end incorporates black headlight masks and a large air intake, while its sporting credentials are further emphasised by the model's slick, classic stance and carefully balanced proportions. The exclusive Pearlescent White body colour is accentuated by Etoilé Black details which produce a 'two-tone' effect reminiscent of a dinner suit.

The Gloss Black diffuser adds to the car's sporty appeal and is suggestive of the phenomenon of ground effect associated with the world of

Formula 1. The cabin boasts a dark charcoal trim with contrasting Pearlescent White highlights, plus embroidered "Monaco GP" badging for the seats and carpet mats. The glass roof ensures a brightly lit interior whatever the time of year.

The model's elegance is further enhanced by careful attention to detail. The door mirrors, diffuser and fog lamp surrounds are picked out in a Gloss Black finish. Meanwhile, inside the cabin, Pearlescent White is used for the dashboard trim strip, door panel inserts and centre console. Each car comes with an exclusive numbered plaque and "Monaco GP" badging on the body sides. Aluminium pedal covers and 17-inch Gloss Black Celsius alloy wheels round off the list of sporty appointments.

The new limited edition version of Mégane Coupé-Cabriolet comes with a raft of useful equipment, including Carminat TomTom® Live navigation, automatic climate control, a hands-free Renault card and

rear parking sensors.

Monaco in brief

The limited edition Mégane Coupé-Cabriolet Monaco GP symbolises Renault's historic association with the Automobile Club de Monaco.

Ever since François Repusseau's win on the Monte Carlo Rally in 1925 driving a Renault 40CV, the two partners have been united by common values and the same passion for motorsport.

A long-standing highlight of the Formula 1 season, the Monaco Grand Prix has been won on numerous occasions by Renault-powered cars (and most recently in 2011 by Sebastian Vettel). To help groom the F1 champions of tomorrow, Renault Sport also organises a Formula Renault 3.5 Series race through the streets of the Principality.

Text: Media Renault
Fotos: Media Renault



The Twizy – “Plug Into The Positive Energy” exhibition from March 24 to July 8, 2012 takes you straight into the world of the city by night.

At the same time, Cathy and David Guetta, Renault Twizy's world ambassadors, are strutting the L'Atelier Renault stage on the Champs Elysées. From April 2, the new video of David Guetta's latest groove, “Alphabeat”, starring Twizy, is being shown on a giant screen. Immerse yourself in David's music by creating your own personal version of the video, shareable on Facebook, or discovering a unique digital experience with 3D sound developed specially for the launch of Twizy.

Twizy has never been so nimble and ultra-mobile! The centerpiece of the exhibition is a show featuring Twizy in an amazing, electro-ambient dance routine. With the help of a KUKA industrial robot, Twizy dances and soars over the stage of L'Atelier Renault to the beat of the David Guetta number “Where Them Girls At”.

Take your electric experience one step further with an exclusive glimpse of ZOE until April 15, following its reveal at the Geneva motorshow.

L'Atelier Renault – 53, avenue des Champs-Élysées – 75008 Paris (France)

L'Atelier Renault is open every day from 10:30 am to 11:30 pm (1:30 am on Fridays and Saturdays). Special events on Renault and Renault news are featured all year round. Visitors can walk around the suspended walkways and mezzanine overlooking the events area, visit the car sales area or purchase merchandising from the Renault boutique. Relax and have a bite to eat at any time of day on the Champs Elysées at our restaurant-bar, L'Atelier Renault Café. A Hot Spot WiFi service is provided free of charge.

Text: Media Renault
Fotos: Media Renault





To celebrate its Formula 1 Constructors' world crown with Red Bull Racing in 2011, Renault Sport has released a limited edition version of Clio R.S.: Clio R.S. Red Bull Racing RB7...

-A vehicle dedicated to performance (Cup chassis, 18-inch black Interlagos wheels, R.S. Monitor, etc.), with forceful looks

-Clio R.S. Red Bull Racing RB7 will be marketed in five countries: France, Spain, Switzerland, Belgium and Austria. Order books open on March 14 in France where the car's tax-paid price will be €27,900

"Clio R.S. Red Bull Racing RB7 is a hot hatch combining stunning looks with the very latest features to have been developed by the wizards at Renault Sport Technologies," enthuses Jean-Maxime Boulanger, Clio Renault Sport Product Manager. "Clio R.S. Red Bull Racing RB7 is a dynamic car which will definitely turn heads. It is a tribute to the very close ties that exist between Renault Sport Technologies and Renault Sport F1!"

A powerful design and cutting-edge technologies

Clio R.S. Red Bull Racing RB7, the

latest limited-edition version of Clio R.S., capitalises on the basic model's acclaimed strengths, something which is sure not to escape sporting car and motorsport enthusiasts. Its 18-inch black Interlagos wheels are equipped with Bridgestone RE050A tyres, the same as those fitted to Mégane R.S. Trophy which established a new lap record round the Nürburgring's Nordschleife in June 2011.

Its Profond Black body colour provides a striking contrast with its Sirius Yellow F1-style blade, door mirror housings and diffuser. Meanwhile, its two-litre 203-horsepower engine has been carefully tuned to deliver more than 100hp per litre! These sporty credentials are echoed by the Renault Sport chequered-pattern roof decal which combines with the Red Bull Racing badging on the doors. These exterior features merely serve to highlight Clio R.S. Red Bull Racing RB7's extreme, powerful stance.

High-end sporty interior appointments

Clio R.S. Red Bull Racing RB7's excellence and aggressive, sporty looks are mirrored by an interior equipment package to match. The list includes automatic climate con-

trol, automatic headlight activation, a hands-free card, yellow fabric Recaro bucket seats, a Renault Sport-badged gear lever knob, a personalised numbered plaque and an audio connection box. It also features R.S. Monitor, an electronic on-board driving coach which displays performance-related data – such as 0-100kph times and other information aimed at fine-tuning driving styles – in real time. Clio R.S. Red Bull Racing RB7's exceptional equipment specification is sure to find favour with owners who have a taste for technology and sporty performance.

The car eloquently showcases the transfer of skills between Renault's expertise in Formula 1 (Red Bull Racing, Lotus F1 Team, Caterham F1 Team and Williams F1 Team will all benefit from Renault power in 2012) and the brand's road cars. Clio R.S. Red Bull Racing RB7 badge is the first limited edition in a series which go on to include Twingo R.S. and Mégane R.S.

Clio R.S. background information

Since its launch in the second half of 2006, Clio R.S. has been made in Dieppe, France, and is today marketed on four continents: Europe, Asia, Africa and Oceania. It was developed by Renault Sport



Technologies and has always sought to stand out as a benchmark in hot hatch comparison tests. It is this approach which has led Clio R.S. to be fine-tuned over time thanks to a number of improvements, in-

cluding the introduction of revised styling in 2009. Its career has been buoyed by the release on all its markets of bespoke limited editions versions like Clio R.S. Ange & Démon, R.S. 20th Anniversaire

and the emblematic Gordini R.S.

Text: Media Renault
Fotos: Media Renault





-To mark the start of spring, the Kangoo range is set to welcome a new model: Grand Kangoo, available in five- and seven-seater versions.

-The seven-seater version of Grand Kangoo offers two independent, removable third-row seats. The rear-most passengers benefit from unrivalled knee room, elbow room and comfort.

-The five-seater features a boot volume of 930dm³. The vehicle's carrying capacity behind the first row seats is 3,400dm³* and can be increased further still with the optional folding front passenger seat (Modularity Pack).

-Following the success of the Maxi versions of Kangoo van, this new passenger car version sees Renault break into a new market. Grand Kangoo is notably designed for families, administrations and businesses looking for a multi-

purpose vehicle with an extremely modular interior. There are many possible layout combinations which means that the cabin can be adjusted precisely according to the number of people and/or the amount of cargo being carried.

-Grand Kangoo can be ordered in Europe from beginning of April. The seven-seater version will be available first, followed soon afterwards by the five-seater version.

Since its launch in 1997, the Kangoo line has gradually been expanded to tailor it to the specific requirements of ordinary motorists and business customers alike. Following on from the much-anticipated Kangoo Z.E. in the LCV range, the 'ludospace' is back in the spotlight with new five- and seven-seat versions. Grand Kangoo offers both families and business customers extra space, with a bigger boot and enhanced passenger capacity.

*Volume measured behind the front seats (from the floor to the top of the seat back) with the second row in the flat floor configuration and the third-row seats removed.

A 'ludospace' with seven real seats

Grand Kangoo is a new addition to the Renault range which can carry up to seven people in optimum comfort. The model was developed with a focus on three particular areas:

-Comfort and cabin space. Grand Kangoo boasts seven real seats. The two separate rear seats in the third row are identical to Scénic's second-row seats. These particularly user-friendly seats feature precise settings to maximise comfort even on long journeys and are mounted on sliding rails for fore/aft adjustment according to the build of the vehicle's occupants. The maximum



kneeroom is best in class at 145mm.

The two passengers in the third row both benefit from side storage compartments, as well as speakers to take full advantage of the audio system.

-Ease of ingress to third-row seats. The shortcoming of seven-seater vehicles is often poor ease of ingress to the rear seats. Grand Kangoo offers easier ingress thanks to the 60/40-split bench seat in the second row which folds flat with just one quick and easy movement. This 636mm opening is the widest on the market.

-Visibility. In terms of side and front visibility, third-row passengers do not feel like they are sitting in the boot area. The angle of view is best in class at 3.2° above the horizon.

Maximum modularity

Grand Kangoo is also a modular vehicle suited to a vast range of uses: passenger and/or goods transport according to customers' needs

or situation. The 60/40-split bench seat in the second row features a folding flat functionality to create a flat floor and free up space. The third-row seats, when not occupied, can be:

- folded forward to form a table,
- folded flat,
- or removed from the vehicle.

All told, Grand Kangoo boasts dozens different configurations:

- from two seats, freeing up 3,400dm³ carrying capacity, plus the possibility to fit the optional folding front passenger seat (Modularity Pack) to increase maximum load length,
- to seven seats and maximum boot space of 400dm³,
- or five seats with a 930dm³ boot volume.

A luggage cover has been specially developed for Grand Kangoo to cover luggage or cargo in most configurations.

Text: Media Renault
Fotos: Media Renault

A new market for Kangoo

With the new Grand Kangoo line, Renault has its sights firmly set on the seven-seater 'ludospace' market segment – one it did not previously serve and which is not fiercely competitive at present. It promises to be of notable interest to people transport professionals, such as taxi drivers.

Powered by the 1.5 dCi engine with two power outputs (90 and 110hp) and assembled at the MCA plant in Maubeuge, France, together with the other versions of the model, Grand Kangoo will go on sale in Europe only at the beginning of April.

The addition of this new variant means that Kangoo is today available in a choice of three lengths for the van version and two lengths for the passenger car version. Its position as the benchmark in its segment is reinforced by the availability of two types of power: electric motor or internal combustion engine.



Renault RS27 powers Red Bull Racing to second position in Australian Grand Prix

18 March 2012 – The Renault RS27 V8 engine today powered Red Bull Racing's Sebastian Vettel to second position in the season-opening Australian Grand Prix. The reigning world champion finished 2.1secs behind winner Jenson Button and two seconds ahead of third-placed Lewis Hamilton. Red Bull Racing team-mate Mark Webber finished in fourth position, his highest finish in his home Grand Prix, to give the Red Bull-Renault package a total of 30 points.

Williams F1 Team had a very competitive first race weekend with the RS27. Pastor Maldonado started from a superb eighth position and raced in the top ten until the very final lap. The Venezuelan was sitting in sixth position but a spin while hunting down Fernando Alonso's Ferrari put him into the barriers just a couple of corners

from the chequered flag. Bruno Senna was involved in a first lap incident that dropped him down the field, but he rejoined the track to gain valuable race mileage for the new chassis-engine package. Unfortunately his race came to a premature end on lap 53 when damage sustained in an incident with Felipe Massa proved too serious.

Lotus F1 Team, also powered by the Renault RS27, enjoyed a strong overall weekend performance, with Romain Grosjean putting the E20 into third position on the grid. The Frenchman's race was curtailed just two laps into the race when he was pushed wide into the gravel trap. The impact broke his front right hand suspension and he was forced to retire on the spot. Kimi Raikkonen raced from 17th on the grid to seventh at the flag fall, giving the team a valuable six points.

Caterham F1 Team showed a decent race pace, with Heikki Kovalainen and Vitaly Petrov running in

the midfield. However Vitaly retired on lap 36 with an issue with his steering wheel, while a suspected track rod failure for Heikki on lap 41 led the team to make a preventative stop to avoid further damage.

In total Renault engines scored 36 points from the Australian Grand Prix.

Rémi Taffin, head of track operations

Australia is a hard track engine-wise as we need to deliver responsiveness out of the slow and medium speed corners for good acceleration down the straights. This makes fuel consumption very high, so careful engine management is needed.

At such, getting a good result is difficult, so three cars in the points is not such a bad start to the season. However what's more encouraging is the respective pace and performance we've shown across our partners. Sebastian had a good race to



second and Mark to fourth, and although it's not the result we would have liked, it's a solid start to the year and a good platform to build on.

Lotus F1 Team got some good points today with Kimi. Across the weekend the partnership has worked well, with a strong starting position for Romain and ultimately an excellent race result from Kimi considering his grid slot.

The **Williams-Renault** package has worked extremely well here, both in qualifying and in race trim. There's still a long way to go in the season

but there is promise. Pastor was having a strong race and looked set to score some serious points, but it just didn't work out this time.

Bruno was also unfortunate in that the debris picked up in the incident was causing the car to become very hot. Since this engine has to be re-used in Malaysia it was the right decision to avoid any engine damage.

Caterham continues to move to the midfield and it was disappointing not to be able to finish with at least one car. Heikki had a KERS issue very early on in the race that we are looking at now. It meant he was

down on power and couldn't capitalise on this, but the team has made progress on last year and that can only be positive.

Malaysia comes around quickly now and it puts a very different set of stresses on the engine, with high heat and humidity making it difficult to get the correct settings. Despite the little time between here and the next race, thanks a strong support network back in the dynos at Viry-Châtillon we feel prepared and ready to build on this strong start to the season.

Text: Media Renault
Fotos: Media Renault





Three **Renault RS27 engine** powered drivers secured points in today's Malaysian Grand Prix. Red Bull Racing-Renault's Mark Webber finished in fourth position ahead of Lotus F1 Team-Renault's Kimi Raikkonen in fifth. The new-for-2012 Williams-Renault package scored its first points of the season with Bruno Senna sixth, his best-ever finish in F1, giving a total of 30 points across the four Renault-powered teams. Fernando Alonso eventually won the rain affected race ahead of Sauber's Sergio Perez and McLaren's Lewis Hamilton.

The dramatic Grand Prix saw several changes of weather conditions, with the race starting in light rain and stopped on lap nine after increasing to a torrential deluge. Unfortunately the heavy rain had already claimed Lotus-Renault's Romain Grosjean, who clashed with Michael Schumacher on lap one and later fell victim to aquaplaning on lap four.

In the restarted race, the Red Bulls moved into the top six with Sebastian Vettel closing for fifth position towards the end of the race. How-

ever contact with the HRT of Narain Karthikeyan on lap 48 caused a rear puncture. The German returned to the pits to change tyres, re-joined in 11th position and out of the points.

The **Caterham F1 Team** achieved its first double finish in its home race, with Vitaly Petrov claiming 16th. Heikki Kovalainen finished in 18th position after an extra pit stop following an off track excursion.

Pastor Maldonado looked set to give the **Williams-Renault team** a double points finish but an engine problem just two laps from the end forced him into an early retirement.

Red Bull Racing-Renault now sits second in the championship with 42 points to McLaren's 55, while Lotus-Renault is fifth. Williams-Renault lies seventh and Caterham 11th.

Rémi Taffin, head of Renault Sport F1 track operations

Malaysia is always a difficult race for engine management. It's a double header with Australia so gene-

rally we would use the engine for two consecutive events, but it's also tough to find the correct compromise settings to deal with the changeable weather conditions. We saw all of them here today! Allied to this, there is the extra challenge of dealing with the high ambient humidity, even when dry, which slows down the fuel combustion process and reduces power output.

There are positives and negatives from today. We got three partners into the points and a relatively good haul across the Renault-engined cars. Red Bull got some decent points, and while it's not as many as everyone would have liked, in this type of race it is a lottery. The pace of the Lotus-Renault package was confirmed with the strong qualifying pace and Kimi's points. Williams also scored the first points for the new partnership, and its best performance since Singapore 2010, which is also satisfying after the pace shown at the first race. We were pleased to see Caterham achieved its double finish in its home race.

On the negative, we had our first

in-race engine failure for some time on Pastor's car. We must apologise to Williams for this as we could have got a double points finish.

However, with a longer gap between this race and the next in China we can fully investigate the reason for the failure and ensure

that it does not happen to Williams, or any of our partners, again.

Text: Media Renault

Fotos: Media Renault





The thrilling last clash of the 2011/2012 Trophée Andros saw Dacia clinch its first title in motor-sport thanks to Alain Prost, who was in stunning form, and teammates Evens Stievenart and Nicolas Prost. By taking his personal score in the French competition to three crowns, Alain Prost enabled Dacia Lodgy Glace to become the first MPV to win a title in ice racing, just weeks ahead of the production version's unveiling at the Geneva Motor Show.

With three drivers in contention for the 2011/2012 title, there was plenty of suspense ahead of the Trophée Andros's visit to France's Auvergne region for the final encounter of what has been a thrilling season. For Team Dacia, the tactics if Alain Prost was to clinch the crown were very simple: he had to win!

The organisers did everything in their power to produce icy racing conditions, but bare asphalt prevail-

led despite the ambient snow.

After a polished performance during free practice, Alain Prost, Evens Stievenart and Nicolas Prost went into the first qualifying session intent on claiming a psychological advantage over their rivals. Nicolas was first to go out and four perfect laps sent him straight to the top of the order. Evens followed soon afterwards and took over the provisional lead after his four consistent laps.



That sent out a clear message that the Dacia Lodgy Glace was competitive and none of the drivers who followed – with the exception of Jean-Philippe Dayraut, who was second-last to go out – succeeded in bettering the runs of Evens and Nicolas.

Alain Prost, who was equal first in the provisional championship standings before the trip to Super Besse, went out in the last group. He pulled out all the stops to post the quickest lap, almost eight-tenths of a second quicker than Dayraut. Evens ended up in third spot, with Nicolas following in fourth position. “It was a faultless team effort,” acknowledged Alain Prost. “It was vital that Benjamin Rivière didn’t win here, otherwise we were beaten. But Evens and Nico did a superb job by relegating him to fifth overall. When my team-mates do well, it’s always a sign that the Dacia is competitive, and that meant I could focus on my driving.”

The second qualifying session called for an identical result, so Alain Prost, Evens Stievenart and Nicolas Prost knew that another impeccable performance would be needed if they were to secure the championship. Once again, Nicolas and Evens accomplished their mission to the latter. Even so, there was significant pressure on Alain’s shoulders as he prepared to go out after Jean-Philippe Dayraut had established the benchmark time. “When I was told Jean-Philippe’s time, I knew that my only option was to give it everything I had!” The former F1 driver stepped up to the mark to produce four emphatic laps, however, including the fastest time of the session, more than a second faster than the next best effort. It put the N°2 Dacia Lodgy Glace at the top of the qualifying timesheet, with Evens Stievenart and Nicolas Prost following in third and fifth places respectively.

The finales eventually brought the exciting 2011/2012 championship

to a close, but the show was slightly spoiled by some of the on-track antics. Alain Prost’s Dacia was punted by a rival car and that could have seen all the team’s efforts go to waste had it not been for the swift work of the mechanics who succeeded in repairing in a matter of minutes. Alain Prost went on to secure his third Trophée Andros title by claiming his finale and picking up his third win – and Dacia’s fourth – of this winter’s championship.

It took Dacia just three Trophée Andros campaigns to claim the supreme prize, an ideal result to kick start the career of the new Dacia Lodgy which is due to be unveiled at the Geneva Motor Show in March.

Alain Prost: “I had no choice but to win today. I had a good feeling with my car and the team’s hard work enabled us to perform strongly in qualifying. We couldn’t afford to put a foot wrong this weekend but we coped with every-



thing very well. The way the finales unfolded nearly ruined everything, but that merely mirrored the behaviour that some of our rivals have shown this season. Winning for Dacia was important and we pulled it off with an MPV, which was no easy challenge. I would like to thank everyone in the team, especially Evens and Nicolas. Had we not had a second car, we wouldn't have won this winter's Trophée Andros which proved extremely close right up the end."

Evens Stievenart: "It's been an emotional day. Once again, we all focused on the same objective and today, more than at any other time, it was important to provide Alain with perfect feedback. His title was made possible by the work of everybody in the team. Personally, I learnt a great deal this winter thanks to Alain and the rest of the squad. I'm even a little sad that it has come to a close because I felt more and

more competitive. I end the series with some podium finishes under my belt, one race win and fifth place in the final standings. That's all extremely positive and I will try to put this year's experience to profit next winter."

Nicolas Prost: "This winter has been a real learning curve for me, but it's all been very positive. I played my part in my father's title and I also came away with the 'Trophée des Indépendants', for the best rookie. I've learnt so much, and working with the team was an intense, successful and rewarding experience. We gave it everything we had in the finale to take the title. It's a prize for the three of us and I hope I will get a chance to challenge for the crown myself sometime soon..."

Super Besse – final positions: 1, Alain Prost (Dacia Lodgy Glace). 2, Jean-Philippe Dayraut (Mini

Countryman). 3, Evens Stievenart (Dacia Lodgy Glace). 4, Benjamin Rivière (Skoda Fabia). 5, Nicolas Bernardi (Ford Fiesta RS). 6, Nicolas Prost (Dacia Lodgy Glace). 7, Jean-Baptiste Dubourg (Renault Clio). 8, Jacques Villeneuve (Skoda Fabia). 9, Andréa Dubourg. 10, Olivier Pernaut. Etc.

2011/2012 Trophée Andros – final classification: 1, Alain Prost (Dacia Lodgy Glace), 823 points. 2, Benjamin Rivière (Skoda Fabia), 818. 3, Jean-Philippe Dayraut (Mini Countryman), 817. 4, Olivier Panis (Skoda Fabia), 784. 5, Evens Stievenart (Dacia Lodgy Glace), 764. 6, Franck Lagorce (Skoda Fabia), 763. 7, Jean-Baptiste Dubourg (Renault Clio), 760. 8, Pierre Llorach (Renault Clio III), 746. 9, Bertrand Balas (Mini Countryman), 743. 10, Nicolas Prost (Dacia Lodgy Glace), 725. Etc.

Text: Media Renault
Fotos: Media Renault



-On March 17, 2012, six teams from the Women@Renault network will line up for the start of the 22nd Aïcha des Gazelles rally.

-This year, the two-women crews will take to the Moroccan desert behind the wheel of four Dacia Dusters in the SUV class and two in the 4x4 category.

-This all-female rally provides an opportunity to promote the Women@Renault plan, which aims to empower women in the workplace.

Underscoring its belief that diversity is a cornerstone of com-

pany performance, Renault is actively promoting the role of women in the workplace, in particular through the Women@Renault plan and its community network, both launched in March 2010. All the applicants who volunteered to compete in the 2012 Aïcha des Gazelles Rally are members of Renault organised a weekend event to select the competitors.

Applicants were given a real taste of what the event involved. They were put to the test in sports and technical competitions in rally-like conditions and attended selection interviews with panels of interviewers.

Once the six teams were selected (four in the SUV class and two in the 4x4 category), the competitors did two training courses in orienteering and sand-driving techniques in order to test their ability to withstand and adapt to the harsh conditions – and put the vehicles through their paces prior to the actual event.

The 12 participants are from Brazil, Mexico, Poland and France. Of varying backgrounds, the women work in a range of functions, from engineering to manufacturing and sales. “During the selection process, the women also demonstrated that their commitment to



this tough event was firmly anchored in Renault's core values, which underpin the Women@Renault plan, namely determination, professionalism, team spirit and solidarity," said Claire Martin, Renault's Vice President of Corporate Social Responsibility.

Women@Renault: a global plan to empower women in the workplace

The Women@Renault plan focuses on three key areas to promote women within Renault:

- Addressing gender equality in HR processes
- Promoting women's talents and skills
- Changing mindsets and closing the gender gap

The plan includes recruitment targets: 30 percent women in engineering positions and 50 percent women in sales and marketing functions. And for each management position to be filled, at least one woman is in the applicant pool. The plan also aims to improve women employees' work-life balance throughout their career.

To enlist employee support for the

plan, Renault's Corporate Social Responsibility Department set up a community network via a Web 2.0 platform: Women@Renault. Today, this is the company's biggest social network, with more than 3,000 members – both female and male – in nine countries.

Carlos Tavares, Chief Operating Officer, Renault

"At Renault, we believe diversity is key to our competitiveness. The Rallye Aïcha des Gazelles Rally is a unique event and a highly demanding exercise in navigation. It calls on very similar qualities to those which enable the women who work for Renault to deal with the challenges they face on an everyday basis in our industry."

WOMEN AT RENAULT: KEY FIGURES (End-2011)

- 17,3 percent of Renault employees are women (10 percent in 1999).
- 30 percent women on the Group Executive Committee.
- 17 percent women on the Renault Management Committee (12 percent in 2009).
- 34 percent of new car sales repre-

sentatives in the Renault network in France are women (30 percent in 2010) and 29 percent in Europe (23 percent in 2010).

-43 percent of Dacia brand new car sales representatives are women.

-50 percent of employees working on the Twizy EV assembly line in Valladolid, Spain, are women.

-Recruitment: gender equality in support functions, 24 percent women in engineering and technical functions (France).

WOMEN@RENAULT 2012 TEAMS

Gabriela GRAJEWSKA and Ana Maria DE LA FUENTE
Céline HAMICI and Ingrid CHEYREZY
Célanie MIGNOT and Isabelle BONFAND
Assiane ADADA and Valérie VILATTE
Cathy HOULES and Betty KRAFT
Valérie DOT and Isabelle CHARLES

Text: Media Renault
Fotos: Media Renault



After its reveal at the International Motor Show in Geneva, Lodgy, the most affordable MPV on the market, makes another step on the international stage.

Indeed, singer **Anggun** has chosen to feature Lodgy in her latest video clip hit "Echo (you and I)". Directed by Roy Raz, DJ and Director, native from Israel who worked with Mylène Farmer, the

video clip was shot in Paris and Bucharest. The artist's dancers easily found their way among the 7 real seats offered by Lodgy.

Anggun will represent France at the 2012 Eurovision song contest in Baku (Azerbaijan) and will perform her hit "Echo (you and I)" in front of a global audience of more than 200 million. The 43 participating countries have already discovered

her video clip, last March 14.

The video clip can be seen on the following Link on YouTube:

http://www.youtube.com/watch?v=ThWN_4P7ODk&feature=player_embedded

Text: Media Renault
Fotos: Media Renault



The History of Renault - Part I

About Renault, Louis Renault, his company and the later "Régie Nationale des Usines Renault" was much written many well-researched and thorough work has been published.

There are biographies and scientific papers on this topic. However, too much will remain disappeared in the mists of the past, not everything can be reproduced today. But what we know today shows an automotive pioneer, Louis Renault has not invented the automobile, but he has revolutionized the automobile.

For now take a picture of Louis Renault and his life's work, one must consider the surrounding circumstances, however, the political and economic events of this period. Therefore, it is permissible for the author to also report those circumstances in the context of this paper. We need the two world wars and the Great Depression bear in mind to understand what odds with Louis Renault had to struggle, which his company was exposed to adversity. And learn we need to know the people Louis Renault, a man full of contradictions.

Louis Renault was a visionary, one of his ideas and plans, driven, a dreamer. But he was down to earth, to-and far-sighted, never did the second before the first step was, with all due care with enthusiasm to his projects and plans. He was willing to take risks, but no player. He was a patron of the old school, his small kingdom ruled with an iron fist. But he never was an exploiter and tyrant. He was an opportunist, but he was not a collaborator, what they accused him in the end. He had only one goal: to bring his business forward. Let's get a picture of Louis Renault and his times, we



go on a journey through time, welcome to the world of "RENAULT Klassik".

Paris 12th Februar 1877

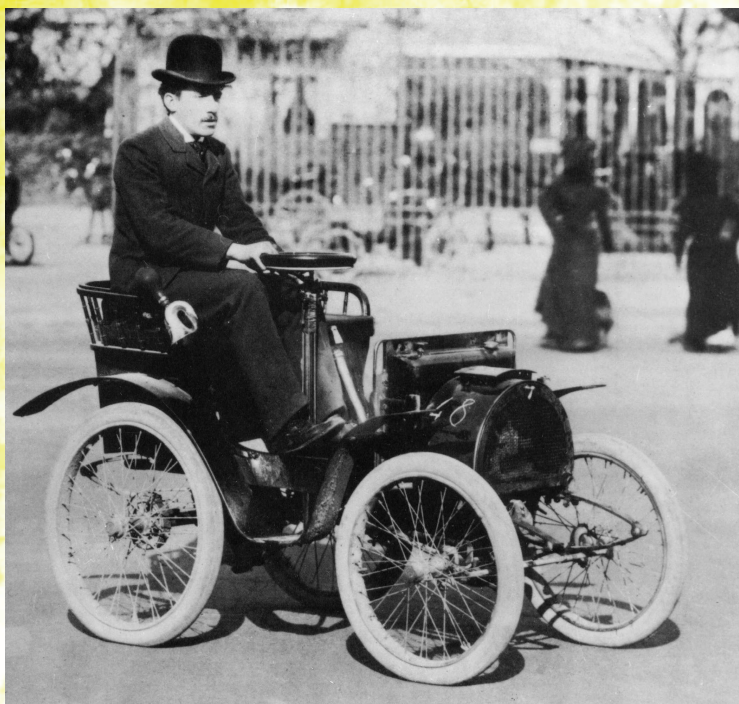
On this winter day the spouses Alfredo and Berthe RENAULT was born a son, Louis.

Louis is the fourth child of the family, according to him are two sisters born. Louis grew up in very straightened circumstances, the family has brought prosperity to some. Father Alfredo is a successful textile manufacturer, they belong to "better society". In this "belle epoque" era

designated as the "good old days", growing on Louis.

Everything could be so in the best order. Could, if not for the incredible dislike of Louis against the school and learning. Early on, he drives around a lot better at stations and in the workshops of the neighborhood, he literally sucks everything technical in itself. He is fascinated by mechanics, technology drives him. Much to the dismay of the parents, but ultimately they must give the battle is lost.

At the age of eleven, Louis goes on,



literally, a light: Through an imaginary system of cords and ropes he can slide in a zinc rod, built by himself pillars battery. And so his room lit up with its own electric light. Only a year later, in 1889, astonished engineer and fireman of the train Paris-Rouen, as the twelve year-old Louis climbs during the journey from the coal pile of tender. His explanation: He wanted to learn first hand just how does such a locomotive. A little later the technical prodigy own steam ship designed by a steam boiler of Serpollet.

And this ship that bears the name 'Le Gigolo' gets officially approval for shipping. That same year, Gustave Eiffel built his tower on the banks of the Seine. On the occasion of the world exhibition is to show the world this tower, what the French are great hosts. But the most alarmed contemporaries from this monster of steel. But the young Renault is delighted that construction, he will tell himself later, he moved to build automobiles. But Louis is at rest and not engage, at thirteen, he pressed the old Serpollet, one of the pioneers of the steam-driven car (Peugeot to

build this time his "Peugeot 1" with Serpollet drive) so that it gives the young RENAULT baptism of fire. Impress Louis, whose curiosity and tenacity to the old design engineer, even drives a car. Now it is finally clear: he himself is building his own car.

This shed behind the cottage of his parents is a second home for Louis, he muses on a very specific problem, drive a car. In the early years of the automobile, it is customary to drive vehicles with chains, sometimes even on leather straps. A very vulnerable and insecure practice. Louis is restless, he is on two workers, working day and night on his project. He manages the DeDion rebuild so that it replaces the existing transmission through a gearbox with a direct connection. A revolutionary invention in itself. But Louis has the drive chain replaced by a rigid and stable connection, the first "drive without chains." Louis Renault invented the propeller shaft! He has changed the DeDion according to his ideas, one day in November of 1898, it has finally come. Louis takes a first test drive with a prototype. A few times he drives along the banks of the

Seine, brings the car on a sensational for its time rate of around 50 kilometers per hour. Louis continues to work on the prototype, the final work on his dream, his own car, are in full swing.

Paris, on Christmas Day of 1898

The pedestrians watch in awe as the little car that thirteen percent slope of the Rue Lepic in the narrow wheels, takes the car easily achieved Montmartre. Louis Renault is happy he did it. In the evening he will meet with friends and acquaintances in a tavern in the Rue de Helder, the enthusiastic crowd marveled at the car of Louis, the modern technology inspires the audience. Later this evening, Louis Renault receives twelve orders for his "little car", its Voiturette. The Christmas Eve, 1898 is considered the birth of the Renault Group.

Now begins the adventure of the company, the "Société Renault Frères", is being reported on in the next issue.

Text: Andreas Gaubatz / Renault-Klassik
Fotos: Media Renault





The e-mail from Nico Ferrazzo really surprised me and cared for enthusiasm. After all, does not report daily Renault owners in this country with a very rare Renault 11 turbo with me. When I look at the photos and the data have looked exactly the grin grew wider, because on that R11 Turbo really does everything, whether it be the processing and quality in terms of the work. Nico paid great attention has this rare classic car not to deface by excessive tuning measures. This tuning was operated with brains and get the feel of the original.

Nico and his sidekick Dennis harked back to parts of the Renault 19, the successor of Renault 11. The standard built-in 1.4 L engine with 105 horsepower had to go away to provide space to the 1.8 liter from the Renault 19 16V. One might assume that this would be enough power available from 135 hp to drive a R11 Turbo to consistently forward, but Nico was

this performance not enough.

It became clear to the 16V from the R19-derived motor racing a complete overhaul. The turbocharger has been replaced by a Garret GT28RS 63 with a maximum of 1.1 bar boost and otherwise come to the right hand was created such as forged pistons from MCH, Audi RS2 rods, adjustable cam gears, a programmable "Trijekt" motor control, custom made air intake and exhaust manifolds are impressively demonstrated.

The result of now 322 hp performance speaks for itself and for the R19 16V engine certainly not an everyday performance to yield performance gains finally, talk like this from a power increase of almost 190 hp. A power increase of this magnitude also requires a corresponding suspension and brake, if necessary to stop the car.

Nico reach back into the Renault

shelf and built from the R19 16V both axes in his Renault 11 Turbo. In addition to the front axle is still an H & R Camber Correction triple to use, and Bilstein B8 dampers in combination with 50mm KAW springs.

At the front are now 283er slices of Tarox 6 pot calipers responsible for a rapid deceleration. The timeless OZ "Ultraleggera" wheels are in the cult sizes 7x15 inch ET 37 with 195/50 ZR 15 Toyo semi slicks Proxess 888 secure the connection to the road safely. Externally, only minor operations were carried out deliberately, such as the removal of door handles and attaching the rear bumper of the facelift model, this is a replica of buddy Olli.

When choosing colors was Nico with "turbo-blue metallic", taken from an original color Renault in 1984, exactly on target. The interior has been re-invested wisely and hand changed only certain details.



The steering wheel has been reupholstered and the chrome hub, additional instruments inserted into the center console and the rear side panels have been remade. Due to the soft seats Nico takes place today in EKU sportseats in retro look. Schroth belts and the Sparco roll cage give a

better feel to be safe.

Nico and his assistants deserve respect in any case, after all, and dragged on the restoration of the Renault 11 Turbo over a period of 5 years. Even classic cars fans will come a restraint in relation to the exterior of the R11 Turbo cer-

tainly contrary. A conversion is where once made someone really thought how to tuning and classic cars under one roof brings without completely falling out of the frame.

Text: Jan Erhartitsch
Fotos: C.O. Fotovision





A feast for the eyes - this is not only the performance but also the appearance. RESPECT





Specifications

Model: Renault 11 Turbo

Engine: Conversion to the R19 1.8 16V (F7P), Garrett GT28RS turbocharger 63 with max. 1.1 bar boost pressure, turn off the connecting rods places on the crankshaft for connecting rods allow for Audi RS2, VW sputter, Pistons on single order of MCH, 82,5 mm 8,3:1, Adjustable Cam Gears from the original camshaft sprockets, electronic water pump, SPAL Cooling fan 350 mm, MOCAL Oil cooler, Trijekt freely programm-

able control unit, LC1 wideband lambda tool, 322 HP

Brakes: 6-piston front calipers with Tarox 283mm discs, back from the R19 16V

Suspension: Front and rear axle from R19 16V, Bilstein B8 dampers with 50 mm KAW springs, Triple H&R camber adjustment on front axle

Wheels: OZ Ultraleggera 7x15 ET 37 with 195/50 ZR 15 Toyo Proxess R888 semi slicks

Body: restored, Door handles re-

moved, Replica of the rear bumper from the facelift model, Repainting in "Turbo Blue Metallic" by Renault (1984)

Interior: EKU-half bucket seats in retro look, Schroth harness belts, Sparco roll cage powder coated, Original steering wheel hub and newly acquired chromed, Additional instruments in the center console, rear side panels made new

Thanks to: Dennis Kuhse, Sven Alius, Christian Schulz, Olli Meyer, MCH Häntzschel, Sebastian Bader, www.leistungshunger.de,







Projekt-Renault Journal

International

We know that there are many worldwide Renault drivers and fans

There are a number of clubs at the international level as well as many private websites about the topic Renault. Not to mention this is particularly the Renault web ring.

But many interesting themes are often only from national or links on the Internet have long ceased to exist.

This is the reason why we have the Projekt-Renault Journal decided to make an international issue and therefore expand the contacts at the international level.

Many interesting models, restorations and conversions are not internationally known, or there are few pictures on the Internet, but to no further information.

As an example we mention here the Clio, available in Germany only as a coupe, but available in many other countries as well as steps sedan under the name Thalia, or symbol.

And that was just an example, one could still count out some, if only the special national models is hardly anyone internationally.

So we are looking for contact with Renault driver, fans, clubs and operators of private sites around the world.

Likewise, of course, have to photographers and journalists to be related to Renault.

Let us introduce the future together interesting models, classic and conversions from the tuning scene, the readers of the Projekt-Renault Journal International.

We run it all here, as a hobby, so we can of course pay anyone for information, pictures and text, but we respect all copyright and name all the authors and photographers in our articles.

We hope our project of international cooperation and mutual exchanges met with interest.

All participants could also profit for your own projects and finally, this

is not a commercial thing, but an international project by fans for fans.

Our existing partnership with Renault-Klassik (renault-klassik.eu) and Renaultoloog (renaultoloog.nl) works fine and all the participants were already in the information you had not known before.

We are planning many things for the future of the Journal, such as Model cars, schedules of events, club performances, information on replacement parts and tuning, and we do not want to confine it to a group.

Whether classic cars, new cars, tuning cars, whether Renault, Dacia and Alpine - for us this is all together.

Now we can only hope that many Renault fans from around the world report to us, because the more people join, the more interesting is this project.

Contact:

anfragen@projekt-renault.de

Events

May

01. May

-Tuning World Bodensee

06. May

-10. Stollberger Renault Treffen

27. May

-10 Years XS CarNight

June

02. - 10. June

-AMI Leipzig

03. June

-8. Int. Tuningday Gollhofen

06. - 09. June

-WeinBergTour Leutschach

16. - 17. June

-Renault meets Rennsteig

29. June - 01. July

-Tuning EXPO Saarbrücken

-30. June

-World Series by Renault

July

01. Juli

-World Series by Renault

-Tuning EXPO Saarbrücken

13. - 15. July

-Kreuztage

20. - 22. July

-3. Twingowochenende am Edersee

July

22. July

-Int. Renault und Alpine Treffen des
RC Nordschwarzwald e.V.

29. July

-4. Treffen des RC Rhein - Main

August

04. - 05. August

-Renaultoolog Festival

31. August - 02. September

-Der Bergwinkel ruft !!!

September

01. - 02. September

-Der Bergwinkel ruft !!!

15.-16.September

-2. Renault-Treffen Cars de l'amour
und Renault-Scene Fichtelgebirge

22. - 23. September

-Festival Renault

December

01. - 09 December

-Essen Motor Show



Details to all Events
can you find on
www.projekt-renault.de



Fête RENAULTOLOG

4th & 5th of August 2012

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ALL Renault drivers!

Evenemententerrein, Schorfenweg 1, 5976 PJ Kronenberg, Holland







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Registration fee: € 15,- per vehicle

The festival programme:

- *many, many Renault cars, vans, trucks, campers, tractors etc.
- *test drives with new Renault cars, vans and trucks
- *pleasure drive
- *modelling to scale, miniatures and Lego
- *car parts
- *club presentations
- *lots of music
- *activities for children









www.autobedrijfjanssen.nl
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www.boatemagazine.nl
www.renault-trucks.net/legion



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