



RENAULT

Car Club of
Queensland

Rallye

2019. Issue 1

President's Page

Welcome to 2019! We've got another great program of events for you this year. In the immediate future, we have Graham Nordling's Day Drive and Lunch on Sunday 13 January followed by the Club Night at The Junction Hotel on Wednesday 23 January, the Bayside Vehicle restorers Display and Drive on Australia Day and Happy Laps at Queensland Raceway on Sunday 03 February. After that, I'll leave it to you to explore the Events Calendar for later events.

Of recent days, together with Bob Gray and Lloyd Muller, I've spent time writing Inverell Muster News #5 and finalising the Registration Form for the Muster. You all should have seen the News #5 by now and the Registration Form will be circulated in a few days.

The Muster promises to be great fun! You don't need to have a 4CV or a rear-engine Renault to attend, so please think about joining in and seeing what a Muster is all about!

I've had an on-going problem with wheels of my Dauphine! They felt like they were square when I first bought it over seven years ago, and despite three separate attempts at trueing, they're still far from perfect. Last month I took four old wheels to Steve Hood of Vintage Rims at Kingaroy.

Steve has some impressive equipment, including a very substantial horizontal boring machine originally from Ipswich Railway Workshops which has been adapted to roll rims. I'll report on results in due course. On my way up to Kingaroy in the Dauphine, I experienced delamination of a rear tyre. The tyre was starting the process of tearing itself apart. There was no safety drama because I stopped to investigate as soon as I felt a new vibration, but things could have been very nasty if that hadn't been possible. When I examined the tyre, the sidewall was marked thus: DOT FNPI AIDX 497. The 497 provides information on the age. It indicates that this tyre was made in the 49th week of a year ending in 7 (presumably 1997). This means that the tyre was at least 21 years old. This tyre still had about half tread depth and was free of visible cracks. I had previously replaced the two front tyres which had similar tread depth but displayed some cracking. So the lesson is this – replace your tyres if they are more than 10 years old, even if they look to be in perfect condition! Incidentally, tyres made from the year 2000 have four numbers after the DOT marking. The first two digits again tell the week number while the following two are the last two digits of the year.

I've recently been delighted by some friendly country people. With Mirva and Elizabeth (No. 1 daughter recently returned home for a while after seven years in Europe), I recently spent a couple of days in Inverell to

finalise some Muster details. Our Inverell friends, Laurie and Lyn Campbell and Peter Bates again provided a wealth of local information. They also offered to help with car marshalling at the Muster and to provide a break-down vehicle.

Our Inverell friends seem to know everybody within about 100km of Inverell, including John Innes. John lives on a back road about 5km east of Glencoe and has the most amazing petrol pump museum hidden in two farm sheds. You could drive past John's property and never know that the museum existed. We were treated like long-lost friends because of our Inverell friends.

The other good country experience was when I was stopped on the side of the road changing the Dauphine wheel after the tyre delamination.

Several people stopped and offered to help, including one well-dressed lady who wanted to change the wheel for me. She also offered me a drink of water and a biscuit. It seems that she owns an S Series Valiant and her husband an R Series one. I wonder whether help would have been so generously offered if the same thing happened in Brisbane.

Maryann Bisdee, our ever-devoted new Editor, is currently preparing the next edition of Rallye from her hospital bed in Toowoomba. I'm sure that you'll all join me in offering Maryann our best wishes for a speedy recovery.

Happy Renaulting!

Phil Harrison, Brisbane, January 2019



Please check out our calendar of events latter in the magazine and please put things in your diary now so you don't miss out on the events you want to attend.

*Our Awards presentations took a different form this year and it was very well received Lunch at **Boucher French Bistro, Graceville** was a great event with lots of laughter and great catch-ups. The major award winners were:
Men's Champion.... Graham Nordling*



Ladies Champion....Julie Westley



Junior Champions... Ben & Emma Schortemeyer



Touring Assembly Champion.... Mark Davis



Clarry Costa Award..... Ian Turner



Rookie of the year..... John Hurley



Words from the Secretary

Happy New Year everyone and welcome to what looks to be another busy year with the club. I have not written a Secretary report for this newsletter before but thought it time as there are a couple of issues I would like to bring to your attention.

Email Issues and Membership Renewals

You will have seen that I have had some issue with emailing our members last year with outgoing emails being blocked by Google with the result I would get about 150 emails bounced back to me after each attempt. I have researched the issues and made adjustments that so far seem to be working. The reason for them being blocked is the emails are seen as spam, i.e. unwanted nuisance emails. After a while, possible spamming sources are variously grey listed or worse, black listed.

Possible causes

The internet providers have tightened their spam filtering. Like spam emails, most clubs like us use BCC addressing in our emails, meaning the recipients of emails cannot see who else receives the emails. This is done for the privacy of your email address. Secondly, there are a lot of you, so each email is going to about 150 addressees. Looks like spam...

Additionally, too many 'members' are allowing the emails to go to their spam folder. This may be inadvertent or deliberate. To cover the deliberate part first, I found after cross checking against the official club membership list that I was still sending emails to people that did not renew their membership. Instead of them telling me to please stop sending the emails, they may have just flagged them as spam or blocked them altogether. The inadvertent group are those of you not checking your spam directories and flagging as 'Not Spam' those emails that should not be there. Your email client is trying to do the best it can but it still needs you to make a call on something it thinks is spam.

Solutions

First thing I did was remove anyone that was no longer a club member. For this reason, membership lists will be much more closely scrutinized and non-payment of membership within a reasonable time of due date will result in you no longer

receiving emails. So pay on time or let us know you will pay soon. There is also an option on each email now to Unsubscribe, and a few have chosen this option. The second thing was to divide the addressees into groups, so each email goes only to about 50 people. Means 3 x times the work for me but it seems to be working. Hopefully, in time, we might earn some trust from the spam filters if everyone does their bit. The next option would be to buy an email domain name or use MailChimp, but I really don't want to go there if I can keep the free gmail service working.

Are we a friendly club?

For most of us this may seem like an odd subject, of course we are. However, in the last year we received two email sprays from separate sources saying we are not at all a friendly club. I won't go into details here as it would take up the whole newsletter but suffice to say, not everyone sees us as being friendly. We need to be much more welcoming and inclusive of people that we are not familiar with that come along to our events. Don't just leave it to the committee members, we are busy enough, it is everyone's responsibility. Introduce yourself and make them feel included, they just may end up becoming a good friend. We were all strangers at some point when we joined the club, so think about their position; introduce yourself and have a chat, introduce them around to others.

Cheers for now and enjoyable motoring in 2019,



*A few photos of
members enjoying the
Awards/Christmas
Lunch*







From the Vice President's desk

I would like to start by wishing all our club members and their family a wonderful, happy and healthy 2019.

Looking back to December 2018, we had a great Xmas Lunch and Awards event held at Boucher's French Bistro.

I had very positive feedback regarding the food and having a lunch instead of dinner. The air-conditioning worked well, the atmosphere was good and everyone was smiling.

Phil and I handed out trophies and certificates, my kids won the Junior Champion Trophy which put a big smile on their faces. I would like to thank Cory Clark and Cricks Renault at Springwood for their ongoing support and sponsoring of our trophies.

I would like to take this opportunity to thank Jenny Bell for being a great help with Ian in Assisting with the web site set up and helping out whenever problems arise. Everyone needs neighbours like Jenny. Thank you once again

This year promises to be another great year with some fantastic events. I will be going to my first 4CV Muster this Easter at Inverell and taking my Renault 5 Gt Turbo on its first big club run, very exciting for me`!

Unless of course you're coming too.

But just in case you can't make it there are lots more exciting events for the family, the Drive In movies or Bare Foot Bowls. Maybe work is stressful, well come to Happy Laps or Street Sprints some say it's better than a massage!

Whatever tickles you're fancy we would really enjoy it if you came along. If you have a partner like mine that doesn't particularly enjoy your car passion bring them anyway they won't be the only one.

*Kind regards
Peter Schortemeyer*

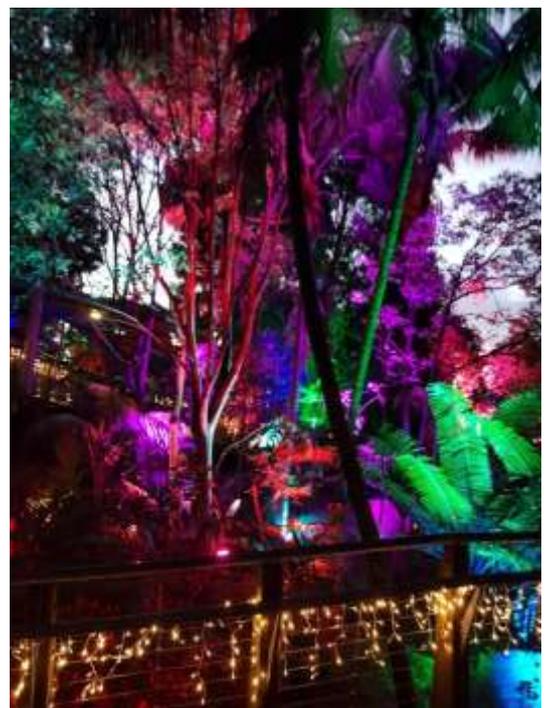


Calendar of Events

- January:** 23rd Club NightThe Junction hotel
- February:** 3rd Happy Laps.... Qld raceway
9/10th drive in movie (venue and exact date TBA)
27th Club night & AGM
- March:** 3rd Happy Laps.... Lakeside
9th/10th Barefoot Bowls (exact date TBA)
16th/17th Australian F1
27th Club Night
31st Maleney Botanical Gardens & Birds
- April:** 14th Happy Laps.... Lakeside
19th to 22nd 4CV Muster Inverell
- May:** 19th David Hack Classic Toowoomba
22nd Club night
26th Sports and classic car festival
- June:** 9th QSMEE (Miniature Trains)
22nd/23rd Midnight to dawn (date TBA)
26th Club Night
- July:** 6th & 7th Brisbane French Festival
14th RACQ Motorfest
21st Grand display of French Cars
24th Club night.
27th/28th Christmas in July Weekend or day trip
away in the cold to incorporate Warwick's Jumpers & Jazz
- August:** 6th/7th Stanthorpe winter run (TBC)
17th /18th Leyburn Sprints
21st Club night
25th Happy Laps.... Qld Raceway
- September:** 8th Economy run
25th Club Night
28th/29th Carnival of flowers day drive
(Via new range crossing)
- October:** 13th Happy Laps.... Qld Raceway
23rd Club night
- November:** 27th Club night
- December:** 7th/8th Christmas & awards lunch. (Date TBC)

Visit to the Enchanted Gardens and King George Square

After the awards lunch a few club members journeyed into the city to check out the Christmas displays first at the Roma Street Parklands and then to King George square. This was a most enjoyable end to a great day that was enjoyed by all who attended.



4CV Muster Easter 2019

We've now finalised the 'core program' plus some of the activities for other days. There have been a couple of visits which seemed promising but ultimately weren't possible, but fortunately, with the help of our helpers in Inverell, we've found even better ones to replace them with. As one door closes and another opens, as the saying goes! Details are provided in the Newsletter, both in the preliminary program and other material.

A check around the motels and caravan-park on 20 December revealed some possible double bookings, which may improve the availability of accommodation for those tardy souls who haven't yet booked. If you haven't booked your room yet, you'll probably still be in luck. However, don't leave it too long or you will miss out!

The 'core program' starts with registration on the afternoon of Good Friday and ends with lunch on Easter Monday. You'll recall that we promised to organise extra events outside the 'core program' period in recognition of the fact that some people will have a long drive to get to Inverell. We want to make it worth their while! This however has presented a problem for us as the organisers. Inevitably when we make arrangements for any activity, we're asked about how many people will be coming. Now for events within the 'core program' we're able to give a reasonable estimate because we've been monitoring motel bookings. That's not the case for events outside the 'core program'. For those, we are really just guessing!

The Muster Registration Form, which will be soon circulated to members, will ask for your firm commitment to events within the 'core program' and also an indication of your interest in the additional visits outside that period. For the additional events, we're happy to accept your indication of interest on a 'best bet' basis. There's no shortage of interesting things to see and do, but we need an indication of numbers before we can finalise the extra events program.

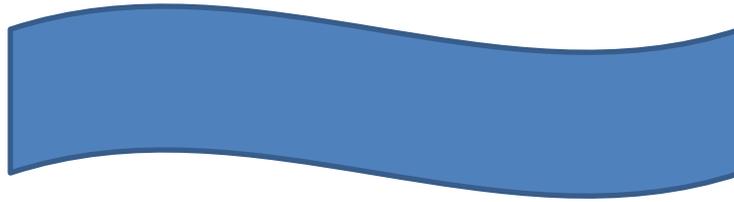
Please remember that the National Transport Museum will be our base for the duration of the Muster. The NTM is less than 2km from our motels and has large areas for secure parking of trailers. We can visit the NTM at any time during the Muster and use their facilities such as showers, toilets, meeting rooms, tea and coffee making facilities. We will also have free access to the adjacent Pioneer Village.

Membership is now due

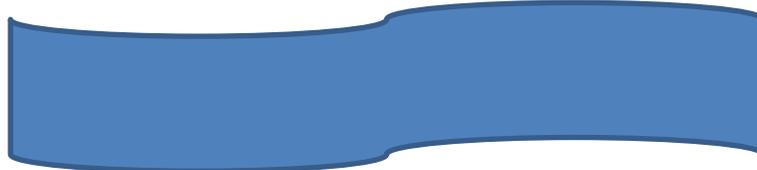
The form is available on our web site

renautclubqld.com.au

*This has all the relevant details on it so please get it done now. Our Treasurer Julie will appreciate it. If you are direct depositing it **Please don't forget to reference the payment***



Our **AGM is coming up in February can you spare some time to help out **YOUR** club think about it please*



A Special Thanks to **Cory Clark & Cricks Renault for their support through the last year especially the sponsoring of our presentations on our Awards day*



The Rise and Fall of Carlos Ghosn

Mr. Ghosn, the ousted Nissan executive, wasn't supposed to succeed in Japan, but he never expected to fail like this. He faces charges of financial wrongdoing at the company he helped save. Carlos Ghosn was tired. At 64 years old, the chairman of an auto empire that spanned several continents and included Nissan, Renault and Mitsubishi wasn't bouncing back from jet lag the way he used to. Melatonin wasn't working anymore, and he had bouts of insomnia, phoning his children in the middle of the night or going on long walks around his Tokyo or Paris neighborhood. He planned to retire soon, stepping back from spending his life on an airplane, albeit a luxurious one paid for by Nissan.

Last month, just before Thanksgiving weekend, Mr. Ghosn headed to Tokyo to meet his youngest daughter and her boyfriend and attend a board meeting. He was scheduled to land at Haneda Airport at 4 p.m.

The daughter, Maya Ghosn, 26, had spent most of her childhood in Japan and wanted to introduce her boyfriend, Patrick, to her favourite places. Bringing a boyfriend home is a common rite of passage, but a particularly intimidating prospect when growing up Ghosn — a child of one of the most romanticized and ruthless chief executives the global business community has ever seen.

Ms. Ghosn had made a 7:30 dinner reservation at Jiro, the Michelin-starred sushi counter hidden in a basement in the city's Ginza district.

On the tarmac in Beirut, Lebanon, Mr. Ghosn opened WhatsApp and texted his four children on a group chain labeled "Game of Ghosns," for his favorite TV show, "Game of Thrones," the bloody HBO drama about dynasties under siege. "On my way to Tokyo! Love you guys!" Mr. Ghosn texted as his jet lifted off. He never made it to dinner.

On Nov. 19, Japanese prosecutors surrounded Mr. Ghosn's Gulfstream after its arrival and arrested him on allegations that for years he had withheld millions of dollars in income from Nissan's financial filings.

Ms. Ghosn was staying at her father's corporate apartment, and when he didn't show up she checked with his long time driver at Nissan, who assured her his flight had probably been delayed. She texted: "Hey, just heard your flight got delayed. Please let me know when you land, worried about you."

[Breaking a silence, Mr. Ghosn's daughters said they suspected that the charges against him were part of a revolt within Nissan.]

Exhausted from jet lag, she took a nap. Patrick woke her when he saw a tweet about Mr. Ghosn's arrest. "I was in shock," she said in an interview. Minutes later, the doorbell rang. Two Japanese men in black suits slipped off their shoes to enter the two-bedroom apartment and showed Ms. Ghosn a brief note in English.

"There is a case against your father," it read, according to Ms. Ghosn's account. "The Tokyo judge has warranted us access to search the house. We need a witness. Thank you for cooperating."

Fifteen men, also in suits, followed. They locked the front door, told Ms. Ghosn that they were prosecutors, warned the couple not to use their phones and suggested that they might tap the apartment. They rummaged through Mr. Ghosn's drawers, studying family photos, Maya's 10th-grade report card, personal letters, her parents' divorce papers. "I wanted my dad to know that in this situation I was polite and handled it maturely, and I didn't want to give them any reason to feel satisfied by an ounce of despair in my eyes," Ms. Ghosn said. "But inside, I was shaking. I couldn't stand up. I had to hold the wall."

Six and a half hours later, at 11:30 p.m., the men left.

Worried that anything they said was being recorded, Ms. Ghosn and her boyfriend went into the bathroom, climbed into the shower fully clothed, turned on the water and whispered about what to do next. She called her siblings to figure out how to tackle Japan's labyrinthine legal system.

Told by the authorities that she was forbidden to contact her father, Ms. Ghosn waited at the apartment for nearly two days until an American lawyer working for her family called.

"We got very clear instructions to leave as soon as possible for fear of being detained or interrogated to extort my dad," she said. "So we got on the first flight out."

'A Person Who Was Above the Clouds'

Carlos Ghosn wasn't supposed to succeed in Japan, but he wasn't supposed to fail like this. He first made headlines in 1999 when, in a nation known for its distrust of outsiders, Mr. Ghosn, a brash Brazilian-born and Lebanese- and French-educated engineer, showed up in sunglasses and a pinstripe suit with plans to carry out an American-style restructuring of a failing Nissan. The Japanese carmaker had \$35 billion in debt, provided lifetime employment to a bloated work force and produced a fleet of the kind of cars you'd dread getting at the rental counter.

Mr. Ghosn, then 45 and a vice president at Renault, had helped oversee a turnaround at the middling French automaker, which had agreed to spend \$5.4 billion to buy a 36.8 percent stake in Nissan Motors.

John Casesa, then a top auto analyst at Merrill Lynch, advised Mr. Ghosn to rent a house in Tokyo rather than buy one.

"The widely held consensus was that he would fail, that Nissan wasn't worth saving and it couldn't be done," Mr. Casesa said.

At the time, Bob Lutz, the loquacious vice chairman of General Motors, assessed the deal this way: Renault would be better off "taking \$5 billion, putting it on a barge and sinking it in the middle of the ocean."

But Mr. Ghosn, with his severe black eyebrows and puffed chest, was undeterred. He closed factories, slashed suppliers, laid off 14 percent of the work force and invested in design. Six years later, Nissan had surpassed Honda to become Japan's No. 2 automaker, its market capitalization had quintupled and its operating margin had

risen tenfold. Altima sedans, Titan pickup trucks and Murano S.U.V.s made Nissan a major player in the United States market — an achievement that Wall Street once deemed impossible.

By the early 2000s, Mr. Ghosn was head of the Renault-Nissan alliance and the first person to simultaneously serve as chief executive of two Fortune Global 500 companies, the type of chief executive who even if you didn't know how to pronounce his name (rhymes with phone), you'd know his products.

The enigmatic "gaijin" (as foreigners are called in Japan) had achieved a status bestowed on only a handful of chief executives, akin, at least in Japan, to Steve Jobs, Warren E. Buffett or Elon Musk. Paparazzi swarmed. Fans asked for autographs. Japanese businessmen, eager to emulate the Nissan chief, inquired where Mr. Ghosn had bought his rectangular sunglasses and custom suits.

In 2004, Emperor Akihito awarded Mr. Ghosn a Blue Ribbon Medal for his extraordinary contributions, making him the first foreign business leader to receive the honor. A manga comic book, "The True Story of Carlos Ghosn," heralded a shadowy hero from a faraway land. Lebanon put Mr. Ghosn's face on a postage stamp.

But even as many in Nissan celebrated the comeback, others scoffed at Mr. Ghosn's celebrity.

From the start, he faced distrust from the Japanese policymaking and business establishment. The very idea of an outsider's bringing free-market capitalism to Japan's quasi-socialist corporate culture jabbed at historical wounds.

"When MacArthur came after World War II, the Japanese just surrendered to his leadership," a retired Nissan executive told Newsweek.

Mr. Ghosn pulled on a white jumpsuit to tour factory floors, but beyond the photo ops, there were signs that his splashy — some would say autocratic — presence was out of sync with modest Japanese culture. In 2004, Mr. Ghosn grazed a motorbike while driving a Porsche in the Roppongi area of Tokyo, a haven for moneyed foreigners. (The couple on the bike had minor injuries.) The Japanese media grouched that Mr. Ghosn wasn't driving a Nissan.

Then the man whose militant approach to cutting jobs (21,000, if you're counting) earned him the nickname "Le Cost Killer" spent more than \$200 million for Nissan to be a sponsor of the Rio Olympics in 2016, casting himself in the Olympic torch relay. He hopped between homes paid for by Nissan. In 2017, he paid a Lebanese artist and friend \$888,000 to create a statue, "Wheels of Innovation," for the entrance of Nissan's Yokohama headquarters. (Having a lavish second wedding reception in Versailles the same year, with Marie Antoinette-themed costumes and, yes, lots of cake, did not help.)

"He was a person who was above the clouds," said Yuichi Ishino, who worked in Nissan's finance department from 2002 to 2005. "No one dared to say anything that would confront his opinions."

The stickiest issue was always Mr. Ghosn's pay.

In Japan, salarymen slave away at the kaisha (or company) with a sense of communal pride almost as important as the salary. Last year, Mr. Ghosn made \$16.9 million (\$8.4 million from Renault, \$6.5 million from Nissan and \$2 million from Mitsubishi). That's nearly 11 times what the chairman of Toyota, the world's largest carmaker, earns but well below the \$21.96 million paid to Mary Barra, the chief executive of General Motors.

In 2008, the same year that Japanese law began requiring companies to disclose directors' pay in their annual reports, Nissan's shareholders voted to set an annual cap of about \$27 million on compensation for all board directors combined.

After that, Mr. Ghosn made the case to the public that he was underpaid — instructing Nissan to hand out background materials reminding investors and the news media that he made significantly less than his counterparts at other global automakers.

At the company's most recent annual meeting, in June, Mr. Ghosn stressed to shareholders that the company's compensation policy was "designed to reward performance and to attract, promote and retain the best management talent in the auto industry." He added that while Nissan tried to reward senior management "competitively," the company remained "financially very disciplined."

Asked by the Financial Times that same month if he was overpaid, Mr. Ghosn laughed. "You won't have any C.E.O. say, 'I'm overly compensated,'" he said.

Such brazenness rankled employees and the public in Japan.

"Even when a company is a global multinational company, it's still stamped by its country of origin and the place where it has its headquarters," said Sanford M. Jacoby, a professor of management at the University of California, Los Angeles, who has studied Japanese corporate culture. The Japanese, he said, put more weight "on egalitarian policies of government and pay and other things."

In France, where the government owns a 15 percent stake in Renault, shareholders have also taken issue with Mr. Ghosn's pay. "We believe that anyone making 240 times more than the minimum pay of his employees is out of control," said Pierre-Henri Leroy, the head of Proxinvest, a French shareholder advisory group.

In October, a whistle-blower inside Nissan said he had evidence that Mr. Ghosn had been instructing Greg Kelly, a top aide and a board member, and a small group of confidants at Nissan to effectively create two salary pots for Mr. Ghosn's compensation.

One pot would be paid in the current year and reported in the company's annual report and securities filings. Another amount would be designated to be paid out after Mr. Ghosn left Nissan, according to a person familiar with Nissan's internal investigation. The whistle-blower's findings were sent to Hiroto Saikawa, the company's chief executive, and an internal auditor.

Nissan went to prosecutors with allegations that Mr. Ghosn, working directly with Mr. Kelly, who was once the head of human resources at Nissan, had underreported his income from 2009 to 2017, according to a person with knowledge of the internal investigation. Nissan's investigation found that the underreporting had occurred when some of the compensation, though committed, was deferred and not reported in securities filings.

Nissan also told prosecutors that it had evidence Mr. Ghosn and Mr. Kelly developed plans to pay Mr. Ghosn a further \$124 million in cash and other financial instruments, some as compensation for a future advisory position for Mr. Ghosn.

Hari Nada, a Nissan executive and confidant of Mr. Kelly's, sent a private jet to fly him from Nashville to Tokyo for the same board meeting that Mr. Ghosn planned to attend. The two men were arrested hours apart. Mr. Kelly's family said Mr. Nada had assured him that he would be back in Nashville by Thanksgiving, in time for scheduled neck surgery.

Nissan would not comment about the Kelly family's statements about Mr. Nada. Mr. Nada did not answer phone calls seeking comment.

Mr. Kelly was released on Christmas after his family cited his ill health and posted bail of 70 million yen (about \$640,000). His lawyer in Nashville, Aubrey Harwell Jr., said his client denied wrongdoing. Mr. Kelly and Mr. Ghosn "had conversations regarding legal ways they could defer compensation," Mr. Harwell said.

Mr. Ghosn, Mr. Kelly and Nissan itself all face charges they violated financial reporting laws. The company's board removed Mr. Ghosn and Mr. Kelly as representative directors, positions with power to sign company documents. Thirty-two days after Mr. Ghosn's initial arrest, when his release on bail appeared likely, the Japanese authorities rearrested him on new charges that he shifted personal losses during the 2008 financial crisis temporarily onto Nissan's books. On Monday a court extended his detention until Jan. 11.

That Mr. Ghosn may have deceived regulators while enriching himself runs afoul of cultural norms in Japan, where the public is more likely to forgive corporate cover-ups when executives appear to be protecting the company.

"Although you don't see it written down, there is almost a social consensus that 'OK, you did your crime, but you did it for the company,'" said Seiji Takeshita, dean and professor at the School of Management and Information at the University of Shizuoka.

Or as Jesper Koll, who has worked in Japan for decades as an economist and is head of Japan for WisdomTree investments in Tokyo, said: "The one thing that Japan does not want and would never tolerate is personal greed."

'As the World Ghosns'

Mr. Ghosn's longtime driver has been out of touch since shortly after the arrest. The driver told the Ghosn children the day after their father was detained that the Japanese authorities had found his car in Tokyo. They tore up the leather seats and found only cat food.

Mr. Ghosn's chief of staff, Frédérique Le Greves, who arrived in Tokyo the same day as Mr. Ghosn, has not made any statement and returned to France after she learned of the arrest, a person close to the Ghosn family said.

Their silence is one of many plot twists in the corporate saga. A person close to the family has started to call it "As the World Ghosns."

Under Japanese law, only Mr. Ghosn's Japanese lawyer and representatives from the French, Brazilian and Lebanese Embassies have been allowed to visit or talk to him.

Mr. Ghosn's allies view his incarceration, with no foreseeable chance for bail, as revenge by Nissan (and, by extension, Japan) on a foreign adversary. He lives in a 16-by-10-foot cell with a tatami mat, a toilet in a corner and the lights always on, in the same facility that once housed the death-row inmates who committed a deadly sarin attack on the Tokyo subway in 1995.

The frustration has led a few of Mr. Ghosn's longtime friends in France to some extreme and possibly culturally insensitive metaphors. Two of them compared the meticulously planned surprise arrest to the 1941 attack on Pearl Harbor, which killed 2,400 Americans.

Mr. Ghosn's children have learned from his visitors that he has lost weight, at least 20 pounds. Prosecutors question him daily. Several requests to the jail authorities for a mattress were denied, but a Lebanese diplomat succeeded in getting him a thin cot and vitamin C pills.

The books that Mr. Ghosn is reading in jail — including "When Things Fall Apart," by Pema Chodron; "Teachings of the Buddha," by Jack Kornfield; and "A Little Life," a dark novel by Hanya Yanagihara — speak to his state of mind. He has been denied other items, including family photos, a pen and paper, dental floss ("He is a big flosser," his daughter Maya said) and an iPod Nano loaded with music by his favorite, Phil Collins.

Mr. Ghosn's defenders, largely in the business community, contend that he is being treated harshly because he is a foreigner. They claim that the latest charge, rooted in dealings from 2008, was beyond the statute of limitations for Japanese citizens. According to Japanese law, the statute is tied not to citizenship but to how much time the accused has spent outside Japan.

His defenders also said Japanese executives at Takata and Toshiba, who were embroiled in serious accounting scandals in 2014 and 2015, didn't receive the same harsh treatment or any jail time. (Three executives from Olympus were detained for nearly six weeks in 2012 and convicted of accounting fraud but served no prison time.)

"It seems really strategic. It's a political fight," said Ralph Jazzar, a banker in Paris and Mr. Ghosn's first cousin. He recited an expression in French and then translated it: "He who wants to get rid of a great dog pretends the dog has the plague."

Mr. Jazzar and Mr. Ghosn grew up together in a middle-class neighborhood in Beirut. Mr. Ghosn, who was born in Rio de Janeiro, was 6 when his Lebanese father moved the family to Beirut.

His sister, Claudine Bichara de Oliveira, said he was fascinated by cars at an early age. She remembers him lying in the back seat of the family car, "closing his eyes and guessing the kind of car just by hearing its horn."

From Lebanon, Mr. Ghosn went to Paris to attend France's most prestigious schools, Lycee Saint-Louis and the Ecole Polytechnique. And then he worked his way up Michelin.

Whether in Lebanon or France, Mr. Ghosn always assumed the role of the ambitious outsider. In 1989, he perfected his English and added America to his résumé, soon becoming the chief executive of Michelin's North American operations. Mr. Ghosn moved his young family to Greenville, S.C. He took a road trip to see the Grand Canyon, Las Vegas and Los Angeles, studying the world's largest tire market along the way.

If there was any community in which Mr. Ghosn seemed to finally fit, it was the global elite, a coterie of chief executives and billionaire philanthropists who have yachts in the south of France and standing invitations to the World Economic Forum in Davos, Switzerland. ("If Davos Were a Person, It Would Be Carlos Ghosn" was the headline of a Bloomberg profile last year.) Mr. Ghosn's new wife, Carole Nahas, persuaded him to take ski lessons at age 60.

Mr. Ghosn's unabashed globalism clashed with the current era of inequality and off-with-their-heads isolationism. In 2015, Emmanuel Macron, then the French finance minister, criticized Mr. Ghosn, calling his \$8 million salary at Renault "excessive." Early this year, an auditor at Nissan began investigating the homes that a company subsidiary had bought for Mr. Ghosn's personal use, according to a person with knowledge of the investigation.

In an internal investigation, Nissan learned that a subsidiary set up in the Netherlands ostensibly to fund venture capital investments had been used to buy or rent corporate properties that Mr. Ghosn lived in when he traveled, according to a person familiar with the investigation. Nissan had invested 73 million euros (currently equivalent to about \$83 million) in the venture, known as Zi-A, and Mr. Kelly was put in charge of it.

In addition to a 5,400-square-foot flat in Paris's elegant 16th arrondissement, Zi-A bought an apartment in Rio in 2011 for \$6 million. (The Ghosn family planned to spend Christmas there this year with his ailing mother.) In Beirut, there is a salmon-hued mansion on a tree-lined street that Zi-A paid \$8.75 million for in 2012, followed by \$6 million in renovations and furnishings, according to a person briefed on Nissan's investigation.

Mr. Ghosn's family said Nissan had known about the homes. "Over 19 years, the company put these things in place to maximize his productivity," his eldest child, Caroline Ghosn, 31, said in an interview.

Mr. Ghosn hasn't been charged with any illegal activity related to his corporate residences. Caroline Ghosn said media accounts about the homes were part of Nissan's and Japanese prosecutors' efforts to "muddy the waters" in a public-relations campaign against her father.

Nissan declined to comment, but a person familiar with its investigation said the fact that the Dutch subsidiary was buying homes rather than paying for car-related start-ups was among the red flags for internal auditors. The person also pointed out that Nissan did not have substantial operations in Beirut, the location of one of the disputed homes.

'What Have You Done for Us Lately?'

"Do not take this as a coup d'état," Mr. Saikawa, the current chief executive of Nissan, whom Mr. Ghosn had mentored, told reporters hours after the arrest.

Mr. Saikawa said he felt "strong anger and despair" over Nissan's findings, but analysts and investors closely watching the company believed that complicated interpersonal dynamics were at play.

Critics inside and outside Nissan had started to question whether Mr. Ghosn's star had faded. In recent years, sales had slowed. The miraculous turnaround he orchestrated started to stall. One former executive, who spoke on the condition of anonymity, summed up the new sentiment spreading inside the company as "What have you done for us lately?" Midway through a plan known as Power 88, which Mr. Ghosn unveiled to much fanfare in 2011, it became clear that Nissan would fall short of the ambitious targets he had set. He wanted Nissan to reach 8 percent profit margins and 8 percent market share in the countries where it operated. Dealers complained that they were losing money and that Mr. Ghosn's big incentives to buyers to meet his targets were eating into their margins. They also grumbled that Nissan was selling too many vehicles to rental companies that then would flood the secondary buyers' market.

"They would sell cars in any manner and in any way without any regard for what the long-term implications were," said Steve Kalafer, chief executive of a chain of auto dealerships in New Jersey. After 36 years of owning a Nissan dealership, Mr. Kalafer said, he sold it two years ago because he objected to Mr. Ghosn's policies.

Mr. Ghosn's daughters said that in the past few years he had started on a succession plan to help cement his legacy and plan for his retirement. Mr. Ghosn explored what he called a "reimagining of the alliance" that would permanently bind Nissan and Renault. And he picked Mr. Saikawa, his close confidant, to succeed him as chief executive.

"He is like Carlos Ghosn in many ways," Patrick le Quément, a former head of design at Renault, said of Mr. Saikawa. "Not much feeling."

But as Mr. Ghosn sought to integrate Nissan's operations more closely with Renault, maybe connecting them permanently, the relationship was getting shaky. Some Nissan executives, engineers and marketing staff began to resent what they saw as Renault's

unfairly piggybacking on Nissan's technology, research and brand strength, according to three former managerial employees.

The French saw things another way, accusing Mr. Ghosn of favoring the Japanese and Nissan and blocking Renault's expansion into China, the world's largest car market, to clear the field for Nissan.

"We felt he was escaping us," Mr. le Quément said. "A lot of decisions were being taken that were to the detriment of Renault."

Asked about merger discussions, a Nissan spokesman, Nicholas Maxfield, said, "It is true that the 'Alliance 2022' six-year plan announced last year calls for additional synergies and further convergence among member companies in specific operational areas."

As tensions grew, Mr. Ghosn mused about getting out. On his long walks around Tokyo when he couldn't sleep, he would pass an old man playing the shakuhachi, an end-blown bamboo flute that dates to seventh-century Japan. Mr. Ghosn told his children that in retirement he hoped to learn how to play it. A Byzantine Empire buff, he said he also might write history books or lecture M.B.A. students.

Then late in 2017, speculation spread that Mr. Ghosn and Mr. Saikawa's relationship had become strained after Nissan faced accusations that it had been using uncertified technicians for vehicle inspections, leading to a recall and halts in production. Mr. Ghosn left Mr. Saikawa to take the blame. As the new chief executive offered a deeply apologetic bow, as is customary in Japan, and told a voracious news media that the carmaker had "done something inexcusable," Mr. Ghosn was nowhere to be seen.

Caroline and Maya Ghosn used to joke that Nissan was the "very demanding fifth child" in their family. To them, Mr. Saikawa's statements (without an apologetic bow) the night of their father's arrest were proof that his fall was akin to a palace coup.

What doesn't make sense to Mr. Ghosn's friends and family is how the man with a preternatural talent for seeing around every corner — whether maneuvering through Japanese bureaucracy, managing French ministers or designing a midsize S.U.V. — didn't see this coming. Maybe, they theorized, it was the jet lag and the 100 days a year he spent on an airplane, and that old man with the flute whom he saw himself becoming.

Mr. Jazzar, his cousin, said Mr. Ghosn had failed, in the end, at the "P.Y.A." approach to management: Protect Your Ass.

"God only knows what is going on inside his head," Mr. Jazzar said.

AS PRINTED IN THE "NEW YORK TIMES"

Thanks to Mark Wellard

An Article sent in by BRENDAN COLE

A long time ago I mentioned my car and said I'd put up a post and never got around to it. A few members have seen it in the flesh, mostly in Brisbane.

I have a 1974 Renault 17, shell was originally an auto which belonged to an older lady, however many years ago a TS was raced in Canberra which was totalled, this car was then sourced as the 5 speed manual and the auto ran the same tunnel so this became the donor. My dad purchased the car in 1990 from Canberra in its race form with an Alpine spec 1605cc, large cam, running twin 45 mm webers etc. later on it's life this motor was removed due to oil usage and driveability issues when my mum began driving it and replaced with a standard 1565cc which served for many years.

The car is sprayed in a mix of 2 Renault colours Pine and Lime and the original Trak Yellow. The steel front guards have been replaced with fibreglass to try and reduce the amount of rust we have to deal with. I also got some custom body work done on the bonnet and got a second bonnet scoop fitted and opened the fronts to allow more cool air in. It's running Bilstein Targa spec shocks with standard springs as well as large oversized swaybars. Standard stud width is 3x150 which can be hard to source. I have 15" rims textiles to suit running 195/50/15 Nanking semi slicks. I also have a set of old school 13" momo's with street tyres which more suit the era of the car. Those that have seen it can vouch for its handling far beyond its years, partly due to its north south motor configuration, which is off for a fwd but this keeps the weight over the front wheels. Interior wise it's been redone with fresh carpet, new SAAS seats which have been retrimmed to fit in with the original door cards and back seats, a SAAS gear knob and wheel to match. It did at one stage have a large stereo but this was largely removed when the latest motor was fitted, now it makes do with a late model head unit and 2 6" speakers. Brake wise it's running standard TL brakes but with ventilated front rotors, when purchased it had 4 wheel TS discs, however due to these being early discs there were issues with the handbrake performance etc.

Probably the latest addition to the car- the motor. My dad and myself were lucky enough to source a Fuego turbo with a snapped timing chain. For those that don't know this is the same block as the 17 1.6 but with a factory turbo running 7psi and around 135 hp at the flywheel. Due to mine having to be pulled down, we went through it, the largest inlet and exhaust valves it could run, a cam profiled at Waggett above what is rated a stage 3 for the motor, valve springs were checked to ensure they could tolerate it, 2.5" exhaust, pod filter, catch can, turbo smart recirculating BOV, boost was increased from 7 to 10 psi. This was originally coupled to a 17 TS close ratio box however it didn't last, at present mated to a 4 speed 17 TL box.

The earlier mentioned Alpine spec 1.6 is planned to be rebuilt and put into another of dad's 17's. This one is standard besides rally livery, SAAS seats and an exhaust.

Also on the back burner dad was able to track down his fathers own genuine 17 TS, these came standard with 4 wheel disc brakes, Bosch fuel injection, alloy wheels, 1605 cc- the TL came with a 4 speed, 1565 cc, disc front and drum rear, hub caps etc. We were Renault dealers up until 1985, my grandfather hand picked this car from France, the car left the family and dad tracked it down many years later.

The red 17 also pictured belonged to my dad when I was young, it was sold and went to Ballina. Many years later we ended up with some parts of it back as it had been parted, after many years on the coast it fell victim to rust, it had an aftermarket sunroof, tint, motor built up by dad etc.

All the mechanical know how and most of the work comes from my dad as did the car so I have to thank him largely for it. Hopefully it's of interest to you all.



Your editor's rambling's.....

*So another newsletter draws to a close I hope it has been an enjoyable read and I will leave you with a collage of photos of the European (can't say French as they went all over the place) trip thanks to Mark and Anne for the great photos and I hope we meet up again in the near future at one of the great club events coming up. And yes I am ok by the time this gets to press I will be home and have attended the day drive (well lunch anyway at the Canungra Hotel)
Till then Enjoy the Drive
Maryann*

***Vale Belinda Collier
Wife of Andrew Collier passed away 6/1/2019
After a 9mth battle with cancer our heartfelt condolences to
Andrew and Family***



