

# **ROCC NEWS (email edition) June 2020 Issue 378**

## **Last issue of this newsletter!**

### **PRESIDENT'S PAGE**

#### **Bonjour and Adieu Renaultphiles**

As you are aware, there have been ongoing discussions within the Renault Owners Club of Canberra (ROCC) and with the Peugeot Association of Canberra (PAC) about a possible merger.

The merger was initiated by ROCC. There was no financial imperative to merge as both clubs have healthy bank balances. The issue of concern to ROCC was declining membership and, more importantly, no new younger members joining to take on roles within the club despite increased sales of Renaults in recent years including within the ACT. Many options were considered and most ROCC members voted in favour of a merger with PAC.

Members of both clubs have since unanimously agreed to a merger to form the French Car Club of Canberra. Access Canberra has agreed to the merger and the new club, called The French Car Club of Canberra, was incorporated on 26 May 2020. The new club is open to membership from owners of all French marques.

After many years of serving as Secretary and then as President of ROCC, I will now be taking a back seat as a backbencher, so to speak, as a member of the new club. Hence why I said "adieu" in the opening to this page. I will still be contributing to the club with advice, articles and photos whenever the opportunity arises.

The application to incorporate signed by Brad Pillans, President of PAC, and myself and submitted to Access Canberra included a draft constitution/rules for the merged club. It is based largely on the model rules of the Incorporations Act and includes amendments agreed by the Working Group of ROCC, PAC and Citroen delegates last year. We were required to submit a draft constitution as we had amendments to the model rules. A copy of the constitution has been forwarded to members. As Access Canberra had no comments on the constitution, we can take it as being approved.

As I see it next steps are:

- a meeting of all interested parties to elect an inaugural committee
- once elected, the new Treasurer would establish a new bank account and ROCC and PAC would transfer their funds to the new account
- tools, manuals etc would be transferred to a new Technical Secretary
- arrange affiliation with Council of ACT Motor Clubs and RTA
- canvas suggestion for a new name for a club newsletter in conjunction with new Editor and make necessary changes to websites and Facebook pages.

Hopefully, the new club will have an inaugural meeting in the near future to elect new office bearers, COVID-19 restrictions permitting.

In the previous newsletter, I said that my 1969 A110 was now back on the road after fixing the head gasket that let go during Targa High Country last November and reinstalling my 5 speed gearbox reengineered by Rob Sealey in Melbourne. However, I'm still not happy with it as the motor does not sound quite right and I am having difficulty, despite a number of visits to ACT Brakes, in getting a solid brake pedal. So it is still a work in progress being stalled by the cold weather.

As previously advised, our club sponsor, Shannons, announced a competition that would enable club members to show off their Renaults in a Show N'Shine contest and win money not only for yourself but also for our club. I encourage all members to enter. My 1969 Alpine A110 is entered and, at last count, I have secured around 38 votes but am still well behind (32<sup>nd</sup> out of 175 entries) in the European section. So I would appreciate your vote if you are so inclined and enter your own pet project or car. There are already a number of Renaults in the contest which concludes on 25<sup>th</sup> June.

In the meantime, let's hope the COVID -19 restrictions become more relaxed enough to allow us to meet, to drive our cars in club events and especially allow the F1 season to get back underway.

Keep Safe

Barry McAdie

## Social Report

### French car drives in 2020

Program of French car drives together with Peugeot and Citroen clubs, 4<sup>th</sup> Sunday of even months.

With the easing of COVID-19 travel restrictions and numbers allowed to gather outdoors and dine at food venues we can start to run these events. Those we are not able to run will be postponed to 2021.

Here are the current regulations in the ACT:

<https://www.covid19.act.gov.au/faqs/faqs-changes-to-restrictions>

**June 28: Tharwa-** afternoon tea at Tharwa Country Store. <https://www.facebook.com/tharwastore/>  
Meet there at 2pm via your own scenic route from home. We won't be able to gather in more than a group of 20 outdoors, with take-away coffee, and I need to confirm with the café the number who can be seated indoors. So please RSVP to me so I can manage numbers at the café. Email Lisa: [reno1338@hotmail.com](mailto:reno1338@hotmail.com)

**August 23: Queanbeyan-** visit local history museum and print museum, lunch or coffee at local cafe, <https://queanbeyanmuseum.org.au/>, <http://queanbeyanprintingmuseum.com/>

**October 25: Hillbrook Hygge-**lunch

**December 6:** Christmas BBQ

## Reports from the garage by two ROCC members:

### A tale of two Renaults by George Cook

Over the years I've owned many cars, some would say too many! With that thought, when Lisa asked me to write about my cars, it soon became clear that I either write an encyclopaedia or narrow down the subject matter. I've decided to do the latter, so this little item will be about the two cars that, with the benefit of hindsight, have had the greatest influence on my life.

It all started when, in 1960, as a very young bloke I found myself working in my first job. Public transport could get me to work, though it wasn't very convenient, so having a car became the priority. I set myself a budget of £50, but on my junior pay scale wage that was going to take some time to save. Fortunately the BOMAD (Bank of Mum and Dad) came to the party with a partial loan. One of the key considerations was that the car had to be frugal on fuel, so a little Renault seemed a good choice.



After looking through the classifieds in the paper, I found a car that looked promising and the owners kindly brought it around for my inspection. Yes, it ticked the right boxes and I became the owner of a 1949 Renault 760. These were known by Renault model as a 4CV, though in Australia nobody from the dealers down used that as the name.

Unfortunately, I don't have a photo of my first car, but I found this online and it's near identical, as the right model year (there were some

variations) and colour.

In those distant days, even when a car had trafficators, as the 4CV did, it was still a requirement to give hand signals for stopping or turning right. The early 4CVs had sliding front windows which, I still remember, were a real problem to reach through. These are visible in the photo.

The early 4CVs also had bucket seats that would have been at home in WW2 fighter planes. The backrest was a curved full sheet of metal, extending up from the rear of a "bucket" which formed the movable seat base. The squab part of the seat though, was a removable cushion which fitted into the base, in the same way as the fighter pilots' parachutes. I still remember going to the opening race meeting at the Lakeside motor racing circuit, sitting on the grass with the car seat cushions: very comfortable and not something others could do!

The little car went well and also, being mechanically straightforward, gave me an introduction to car maintenance and servicing. What's more, filling the tank could be done for under ten shillings (one dollar).

Most importantly though, it taught me the need to drive smoothly and carefully. When there are only about 20bhp to play with, plus a three speed gearbox with synchro only on the top two gears, it becomes important to listen to the engine and swap gears at the right point in

the rev range, with an eye on the slope of the road ahead. Without synchro on low, it also became important to learn the obscure skill of double declutching back to first.

Likewise, with the rear engine and resulting tendency to oversteer, it was important to learn to assess corners, brake at the correct time, and apply what power there was at the right point. Get it wrong, particularly in the wet, and things became “interesting”.

Despite the lack of power, the car was able to meet the open road speed limit of 50 mph then applicable. It also was comparable in performance to, or better than, other small cars of the period such as the lowlight Morris Minor and the smaller Austins. Beside which, there was little traffic and the independent suspension did a good job of the often poor road surfaces. It even had a heater! In short, it was a very good car for its time.

Fast forward to (from memory) 1982 and I found myself living in Canberra. The roads were good, the main ones were divided and multi lane, and the traffic was light. Our “daily driver” was far in advance of the little 4CV and provided ample space for our family. One morning over breakfast though, I mentioned to Pauline that my old Renault 760 was more fun than any car we'd since owned. Her reply was on the lines of “*well, why don't you get one?*” I replied that I hadn't seen one in years. To my surprise, the next Saturday's “Canberra Times” had classifieds for not one, but two Renault 750 cars!

With our two kids in tow, I went to look at the first car. It was not bad bodily, not running, and what would be described as a “restorer” or good parts car. Then we went off to see the second. It was an original “Canberra” car and the owner had just done a hobby course on body restoration, removing the few “dings” it had. He then had it sprayed in red by a local spray shop. The car gleamed and the kids, who had never previously seen a 4CV, absolutely loved it. We went home and I didn't need to say anything to Pauline, who hadn't come on the drive, the kids did it for me: “*It's red, Mum, you'll love it, it looks so good, etc.*”

Suffice to say, “*Brigette*” has now been a much-loved part of our family for nearly 40 years! She is a red Australian assembled model 4CV, for which the components left the French factory in June 1958. The “rolling 30 year” concessional registration had not then come in and, in any case she was under 30 years old, so full rego was needed.

The other problem was that there was no local club in Canberra for Renaults and, as far as I knew, there were no other 4CV owners around to swap notes with. Somehow, I think through

car magazines, I was able to locate the Renault Car Club of Queensland and joined them as a country member. Through them I met another 4CV owner, and we've been good pals since.

Not too long afterward, the Renault Owners Club of Canberra formed and that gave me local contact with other Renault enthusiasts. There still was that feeling of being somewhat “orphaned” as a 4CV owner.

In 1987, while on a family trip to Brisbane, I went to visit my RCCQ friend and our discussion wandered on to the question of how to get the scattered 4CV owners in touch with each other (in retrospect, the internet would have done the job well). I did have an early model computer though, and a dot matrix printer, so in late 1987 I posted letters to all the 4CV owners we could find through various car clubs around Australia, floating the idea of forming a national Register. To my pleasant surprise, the response was very positive, and the





Renault 4CV Register of Australia was under way.

The Register was never intended to replace peoples' own local car clubs, but rather to provide a supplementary source of contact and information with other owners. At first the Register involved only a very brief quarterly newsletter, but as the number of members grew, there came an interest in having a meeting. And that led to the first of our Renault 4CV Musters, held in Canberra in 1989. Nobody had any idea how it would go, but it was such a success that Musters have been held every two years since.

I ran the Register for a number of years, but since have passed the reins to others. The Register's vehicle coverage has expanded to take in the many Renault vehicles that were derived in various ways from the 4CV, and the membership has grown strongly. The Register has a regular newsletter "Fourword" which now is far more comprehensive and better printed than my early efforts, and the next Muster is planned for Easter 2021 in Yass.

"Brigitte" and I are now also in the local "all makes" car club. Although she is not particularly well suited to the roads and traffic here plus the length of most club runs, when I get out in her for local drives, she still brings a big smile to my face. So yes, my two 4CVs have indeed been very influential to me and, by extension, more widely in the Renault community. Now I look forward to having "Brigitte" as a member of the new French Car Club of Canberra, where her Peugeot 505GTI stablemate will also be welcome.

**Lloyd Hartnett, by Keith Melville**







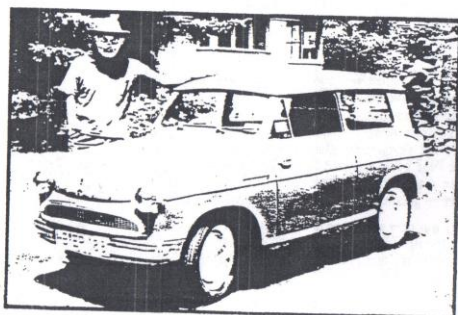


#### 1959 LLOYD HARTNETT - KEITH MELVILLE (owner)

The small town of Blayney, in central western New South Wales, seems an unlikely place to find an enthusiast with a passion for Lloyd Hartnetts.

But I suppose, with a 600cc motor and dimensions similar to those of a Mini, the city was the natural habitat of the Lloyd Hartnett in its heyday.

Although the Lloyd Hartnett is now largely a forgotten make, they were not an uncommon vehicle in their time and about 3000 were sold in Australia between 1957 and 1961. The Lloyd was one of a range of vehicles produced in West Germany by the Borgward empire, along with the Isabella and Hansa. The Hartnett part of the name belonged to one-time Holden boss Sir Laurence Hartnett. He arranged to market the Lloyd in Australia after controversial dealings had caused the demise of his own attempt at an Australian made car - called simply the Hartnett.



Hartnett intended to make the Lloyd in Australia in the early sixties but Borgward went down the tube, taking the Lloyd, and Hartnett's plans, along with it.

Keith Melville purchased a Lloyd Hartnett IS as his first car in 1965 when he lived in Sydney. He used it as a daily driver on weekdays and at the weekend he rallied the little beast in club events. The Lloyd had long since passed into memory when purely by chance, Keith discovered not one ... not two ... but three Lloyd Hartnetts for sale on the farm next door to his home in Blayney. One of them was the relatively rare station wagon version.

Although Keith wasn't looking for another Lloyd, the temptation was just too much and after some negotiation he purchased all three, along with a heap of spare parts. The station wagon was the only runner, the others being a little worse for wear. The wagon had been sitting in a shed unused for 14 years, but Keith registered it and put it to use on his daily drive to work in Orange, about 38 kilometres away. He used it for several years until recently when he took it off the road for some mechanical work. In the near future Keith intends to re-register the Lloyd on club plates.

By the standards of the late 1950's the Lloyd Hartnett was a technically advanced vehicle, in some ways a precursor to the Mini. Its two cylinder, air-cooled single overhead camshaft motor drove the front wheels through a fully synchronised gearbox, it had independent suspension on all four wheels and, despite the compact dimensions, interior room was remarkably good.

Keith took me for a run around his three acre block in the wagon, which has withstood the passage of 30-odd years remarkably well, a tribute to the quality of the materials used in its construction. As we might expect, by today's standards the twin cylinder air-cooled engine is noisy and the level of vibration is high. Keith said that the vibration was enough to break the engine mountings over time.

Nevertheless, the little car was a cheerful performer that rode quite well on the rough tracks. Keith's enthusiasm is infectious, and I found myself wishing that the Lloyd was registered so that we could take it out on the road for a better appreciation of its qualities.

Keith believes that there are still some 700 Lloyds left in Germany and about 150 of them are registered. He corresponds with other owners across the world and has a wonderful collection of posters, pamphlets and other assorted trivia usually acquired by the true enthusiast.

From an article by Col Gardner in February 1995 edition of Australian Classic Car Monthly.

**Julia Zemiro's Home Delivery:** in the current series there will be an episode featuring an R12. It was filmed last December in the Southern Highlands of NSW. The producers contacted our club seeking a suitable R12 for the episode. They wanted a pale coloured sedan, so my yellow wagon wasn't what they were looking for. But I was able to get in contact with David Cawthorn in Sydney who has an Avocado Green sedan and he agreed to take part. I don't know who the guest is, we will have to wait until the episode screens soon.

<https://iview.abc.net.au/show/julia-zemiro-s-home-delivery>

#### Taillight tales:

Did you know? The Swiss built 1977 Monteverdi Sierra shares its tail lights with the Renault 12.





**For sales:** If you are interested to broaden your French car collection, here are a couple of interesting cars to tempt you.

<https://www.gumtree.com.au/s-ad/pinnaroo/cars-vans-utes/simca-aronde-1962-barn-find-/1242456128>



<https://www.gumtree.com.au/s-ad/katoomba/cars-vans-utes/citroen-acadiane/1240479356>

