



ROCC NEWS

Monthly News Letter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2013, Celebrating Renault's 115 years.

March 2013

Issue Number 298



Something a little different: 1951 Renault Tractor

In This Issue:

*Renault Roundup 2103

*Success for the Swisse Renault Sport Rally Team

* Renault Scénic XMOD announced

Next Meeting (AGM): 13 March 2013 at 8pm

Committee Meeting 7.30pm

Where: Hellenic Club, Matilda Street, Phillip.



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The Editor's Bit

Hi and welcome to the March issue of ROCC News. Renault has really hit the road running in 2013, which means there is a lot to read about in this issue. New cars have been announced in France, the re-introduction of the Renault Clio into the Australian market, as well as the Renault Sport Clio RS200 EDC in late 2013. The new management of Renault Australia is really starting to deliver results, but of course there is still a long way to go to put Renault back into the mainstream.

Renault Australia is also entering motorsport in a very serious way, contesting the Australian Rally Championship with two Renault Sport Clio R3 factory rally cars. As well Renault has partnered with Walkinshaw Performance to prepare two Renault Sport Méganes for the 2013 Targa Tasmania. I have more on these developments in the Renault Sport section of this Newsletter.

Locally, there was a French Car Drive out to Braidwood and Millpond Farm. The attendees had great time, finding out about the fascinating history of the farm, the buildings the animals and the cars and buggies on display. Thanks to Millpond Farm's Antony Davies for his time and hospitality and to Lisa for organising the day. There is more on the trip in the social section of the Newsletter.

You may have noticed the Renault tractor on the front of the newsletter. The photo is courtesy of Paul Ballard, who was kind enough to send me the picture of the tractor as well as another of a Renault fire engine. I'll include that into a future newsletter for your enjoyment. The tractor was photographed at the Geraldine Vintage Car & Machinery Museum in New Zealand.

Finally, a reminder about membership renewals and the Annual General Meeting. If you want to keep receiving this newsletter, you should renew your membership **NOW**. At \$20, it's probably the cheapest car club in Canberra, if not Australia. The renewal details can be found in the membership application page in this newsletter. Also please consider attending the AGM and volunteering for the committee: the club can only work if we have an active committee.

Drive safely and enjoy your Renault,
Your friendly editor, Kevin

ROCC NEWS

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ROCC News is the official publication of the Renault Owners Club of Canberra Incorporated (ROCC). All articles are provided in good faith for ROCC members for information or entertainment. Opinions expressed may not be those of the committee or members of ROCC. Subscription is free with club membership.



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Local News

PRESIDENT'S PAGE

Our next club meeting is the AGM when all members elect a Committee to run the club for the next 12 months. As I have previously mentioned, the 2008 membership survey which had a 75% response rate, indicated that most respondents favoured continued existence of the Renault Owners Club over the other options of disbanding or following some other route.

Of course, a club can only exist if there are enough members willing to put up their hands and volunteer to help run the club for the next 12 months - otherwise there will be no club. We have had a full Committee for the last year but all too often there have been too few members at club meetings. Hopefully we will achieve a full Committee again for 2013 but with more members present. A summary of the duties of each position is included in this newsletter (*see over-Ed*).

I would like to thank all members of the Committee for a job well done during the past year, particularly our Editor, who has produced outstanding newsletters and also took on an additional role of Sporting Director. I also would like to thank our club sponsors who have supported us throughout the year - Shannons Insurance, Caravelle Imports and Canberra Continental Service Centre. Hopefully we might obtain support from the Renault dealer for Canberra, Rolfe Motors, which has been sadly lacking in previous years from previous Canberra based Renault dealers. The Renault dealership is an important avenue for recruiting new members who purchase a Renault.

Our club is in a sound financial position (see financial statement in this newsletter) but our membership continues to decline although we have additional members with the newer sporting Renaults. It is interesting to note that the auditor of our financial statements commented in passing that the club had an elaborate structure to support very few members and that it seemed to exist only for social contact and as a basis for members to use their historic registered vehicles. Gone are the days when clubs provided technical support for members when so much advice is now available from elsewhere such as the Internet. Of course, the club still provides tools, manuals, technical advice and consumables but there has been little call for these services in recent years.

There have been suggestions of late that we should disband and instead form a Canberra based French Car Club catering for all owners of French cars. Perhaps this topic should be raised again amongst members. We will be seeking your views in the near future to determine what direction the club should take. In the meantime, let us know what you think at a club meeting or via email myself or other Committee members.

Various events were held throughout the year including French car drives, Wheels, Marques in The Park, the Battle of Waterloo and the Canberra French Car Day held in association with the Telopea Park High School fete, our end of year BBQ and Christmas lunch. There were a number of interstate events as well



and I was able to attend the both the Sydney French Car Day last July and the recent Renault Roundup at Docklands in Melbourne with Mike Neil. See separate report and photos in this newsletter.

Membership subscriptions are now due. In 2009, they were reduced from \$35 to \$30 to pass on cost savings from having an electronic newsletter and were reduced to \$25 for 2010 given the Treasurer's advice that the club could sustain another reduction. Again we reduced our annual subscription for 2012 to just \$20. It has been maintained at that level for 2013. I believe that this is the lowest of any Renault or French car club in Australia.

The next stage of refurbishment of my A110 is underway. This work involves replacing the existing engine and gearbox and repainting with POR15 parts of the engine bay and the rear suspension beam. The 4 speed Type 330 gearbox, which has lost reverse gear, will be replaced with the 5-speed unit that I purchased with the car. It was built by Richard Mann in Melbourne and has 385 internals. At this stage, the motor will be a R8 Gordini unit with twin side draught Webers. Once this work is complete, the car should be finished to my satisfaction. Maybe

See you all at the AGM.

Barry McAdie

President ROCC

Functions of Club Office Holders

Being a member of the Club Committee is not an onerous task. If you want to volunteer to be on the Committee, the following are the functions of each of the positions as extracted from the Club's Constitution:

- **President** - Co-ordinator
- **Vice-President** - Vice co-ordinator, Publicity Officer
- **Secretary** - Arrange Committee meetings; clear mailbox; attend to correspondence; take minutes of meetings.
- **Treasurer** - Maintain financial records and cheque accounts; supply membership cards; provide financial statements; maintain and update list of members.
- **Assistant Secretary** - Assist and/or stand in for Secretary or Treasurer.
- **Editor** - Arrange monthly newsletter, compilation and editing
- **Technical Secretary** - Produces a Consumer Directory; arranges discounts for parts and accessories; obtains a supply of Club parts, technical books and tools.
- **Social Secretary** - Plans social events for the Club co-opting ideas from the Committee or members when necessary.
- **Sporting Director** - Co-ordinates motor sport activities and advanced driver training
- **Committee Assistants (2)** - Assist other members of the Committee in their functions when needed; undertake specific activities as decided by the Committee.



RENAULT OWNERS CLUB of CANBERRA
MINUTES OF DECEMBER COMMITTEE AND GENERAL MEETINGS
HELLENIC CLUB, CANBERRA, 13/02/2013

ATTENDANCE; Andrew Sadow, Kevin Audsley, Barry McAdie, Paul Jones, Lisa Molvig, Mike Pedvin, Leigh McEwan

APOLOGIES; Nil

MINUTES OF PREVIOUS MEETING: Only one correction from last meeting Barry wasn't picking up several motors he only had one R5 motor, accepted other than the correction.

CORRESPONDENCE IN; email from Hellenic club with agreed dates for our meetings, except July 10th, 4 statements from ADCU, 1 CPS. Renault club mags, Vic, NZ, The Hub. Shannons auction. ACT Govt reminder to lodge Annual return, Paul will manage. Temora aviation museum asking clubs if they want to be involved with the War Birds exhibition in November.

CORRESPONDENCE OUT; emails to Hellenic club regarding the use of club facilities and dates we would like.

TREASURER; Total funds \$6456.35 made up of, 4 term deposits \$5086.11 and cash \$1370.24. 26 members, 5 honorary, 22 paid. Expenses; \$80.00 drinks at X-Mas lunch and still waiting on web hosting bill. A stock take will be done before audit. Still waiting on Shannons to supply sponsorship money for 2012 Battle of Waterloo display. Auditors are ready to go.

SOCIAL; Wheels 2013 is on again at Thorough bred park, let Lisa know if you are attending. It's a huge display, takes a good hour to walk around it but worth the effort. A trip to Mill Pond Farm (Braidwood) first event for 2013 (recapping these minutes after the drive day I can say it was a great day). Battle of Waterloo 2013 date still to be fixed, probably at Rond terrace again, Barry is working on it. Other events are in the pipeline details in newsletter.

NEWSLETTER; Another great edition Kevin the whole committee and members appreciate the hard work. Barry mentioned he has older articles for Kevin to scan in to add to some newsletters to come.

TECHNICAL; Lisa got a call re a spare bumper for a Renault 12, if you have one, ring the cub. Lisa also made note that in a recent display in Sydney, the Renault R12 wagon won best '70s surfer wagon. Mike Neil has approached the club and asked if the club would like to sell some the specialty tools they loan out to members, Barry was going to talk to Mike regarding the request.

WEBSITE; Leigh is happy to add content to the web site when he is given the material.



GENERAL BUSINESS; “Speed Off the Street “at Wakefield Park on April 9th. Kevin says he is planning a track day on April 9th for himself: others are welcome to join. This is at your own risk and not a sponsored club event.

MEETING CLOSED 20:45

NEXT MEETING 13/03/2013

Thanks,
Andrew Sadow- Sec ROCC

2013 MEMBERSHIP RENEWALS ARE NOW DUE:

Members should now re-new their memberships to the Renault Owners Club of Canberra. Please complete the membership form included in this newsletter or do a bank transfer to ROCC's account. For only \$20, ROCC is the best value car club around.



PETER LANGFORD

41 Waller Crescent
Campbell ACT 2612
Phone: 02 6247 7736

Auditor's Report

I have audited the books and financial records of Renault Owners Club of Canberra Incorporated for the year ended 31 January 2013. The Association is responsible for the production of the financial statements attached and I report as follows:

1. It is not practicable to establish control over income such as membership fees, fundraising receipts and sundry income until entry into the accounting records. My audit relating to this income was limited to the amounts recorded.
2. Subject to the comments above, in my opinion:
 - a) I have obtained all the information and explanations which to the best of my knowledge and belief, were necessary for the purposes of my audit,
 - b) to the best of my information the Statement of Receipts and Payments for the year ended 31 January 2013 and the Balance Sheet as at 31 January 2013 is drawn up in accordance with generally accepted accounting principles and provide a fair view of the financial affairs of the Association for that period, and
 - c) the accounts are properly drawn up in accordance with the Australian Accounting Standards so far as they apply to the Association.

PL Langford CPA

Dated: 27 February 2013



Renault Owners Club of Canberra Incorporated
Statement of Receipts & Payments
for the year ended 31 January 2013

	2013	2012
	\$	\$
RECEIPTS		
Membership Continuing Subscriptions	440.00	595.00
Other		5.00
Advertising	390.00	380.00
Car Shows	30.00	253.65
Interest	257.75	254.14
Battle of Waterloo Day	300.00	300.00
	<u>1417.75</u>	<u>1787.79</u>
Less Cost of goods sold		
Opening Stock	799.85	801.05
Purchases		
Closing Stock	<u>798.65</u>	<u>799.85</u>
Net Stock movements	<u>1.20</u>	<u>1.20</u>
	<u>\$1,416.55</u>	<u>\$1,786.59</u>
PAYMENTS		
Affiliation Fees / ASS	40.00	80.00
Audit fee	100.00	100.00
Bank Fees / Charges		18.75
Car Shows	150.00	302.92
Newsletter Printing		
Other	80.00	128.00
Postage	149.50	145.00
Stationery / Photocopy	242.00	15.90
Web Hosting	51.98	54.00
Public Liability Insurance	320.00	320.00
TOTAL PAYMENTS	<u>1133.48</u>	<u>1164.57</u>
EXCESS RECEIPTS OVER PAYMENTS	<u><u>\$283.07</u></u>	<u><u>\$622.02</u></u>

Renault Owners Club of Canberra Incorporated
Balance Sheet as at 31 January 2013

	2013	2012
		\$
CURRENT ASSETS		
Bank	6487.24	6632.97
Receivables	430.00	
Petty Cash	100.00	100.00
Stock (at market valuation)	<u>798.65</u>	<u>799.85</u>
TOTAL ASSETS	<u><u>\$7,815.89</u></u>	<u><u>\$7,532.82</u></u>
MEMBERS FUNDS		
Represented by		
Opening balance	7,532.82	6,910.80
Net surplus	<u>283.07</u>	<u>622.02</u>
TOTAL MEMBERS FUNDS	<u><u>\$7,815.89</u></u>	<u><u>\$7,532.82</u></u>



Social News and Events

French Car Drives

On Sunday February 24 we visited Millpond Farm outside Braidwood to see their collection of antique cars and carriages. See their website www.millpond.com.au. We had also hoped to see a collection of antique dolls and toys that are soon to be auctioned, but a dispute with the local council about road access does not allow him to open his gallery to the general public at present.

The owner Antony Davies gave us a very interesting talk about the history of his property and the district-which included goldmining, wheat production, flour milling, and racehorses. He then took us through his collection of vintage cars (which included Austin 7, Morris Cowley, De Dion, Bayliss Thomas) and antique horse drawn carriages. He restores and sells the carriages, plus trains people to drive them. It also turned out



that Antony previously owned two French cars (Paul James DS Safari and my father's Peugeot 203), which now belong to members of our group. So a very interesting

day and a property to watch in the future as he develops more plans for tourism.

Future drives:

April 28: Brunch at Tulip Café in Piallago

June 23: Afternoon drive to Goulburn, visit South Hill Gallery.

August 25: Day trip to Boorowa.

October 27: Day trip to Southern Highlands and see Red Cow Farm Gardens in spring.



December 1: evening BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com for further information and bookings.

Other events in Canberra:

Wheels, 17 March 2013 at Thoroughbred Park, 9am to 3pm.

Vehicles to arrive on Sunday, 17 March from 7.30am but before 9.00am. Late comers may be refused entry. As Wheels 2013 will be advertised as being available to the General Public from 9.00am to 3.00pm, Clubs are asked to remain in place until 3.00pm.

We will use two entries, either the Main Gate or Gate No. 1 that is closer to EPIC. French cars should enter by the Main Gate and proceed to area for European cars, which is in front of grandstand. Your appointed parking official will coordinate the parking in your area. Angle parking is recommended.

Thoroughbred Park Management will not allow individual barbeques and all Club equipment brought on site, be it electrical or gas operated, must be checked and tagged by a qualified inspector.

All vehicles must use a Drip Tray and it is your responsibility to leave your parking area clean and tidy at the end of the day.

Centenary of Canberra in 2013 has a number of French and Car-related events that you can mark in your calendar:

1 and 2 cylinder rally, March 10-15: <http://www.canberra100.com.au/calendar/view/262/2013-national-1--2-cylinder-veteran-vehicle-rally/>

Viva la France on April 6: <http://www.canberra100.com.au/calendar/view/275/vive-la-france-in-canberra/>. We are currently trying to arrange a display of French cars at this event.

Spin on October 19-20, 2013, which includes National Trust Heritage Rally:
<http://www.nationaltrust.org.au/act/Rally>



CELEBRATE 50 Years ***of the*** ***Renault R8 & A110*** ***In Australia***

EASTER SATURDAY 2013

30th March 2013

TEMORA AVIATION MUSEUM, TEMORA NSW

Bring your Renault R8; R8 Gordini or A110 and come join us for a National R8 & A110 get together to celebrate 50 years since the launch of the R8 (and A110) into the Australian Market

You can come just for the day or come for the weekend and join in the 4CV Muster located at nearby Junee

Contact Kevin Byron on kb7000@tpg.com.au or 0408 259 947 for details
You must let us know you are coming to allocate Parking at Temora.

To attend the Muster activities over the rest of the weekend, you must register and pay in advance direct to the 4CV Register





Interstate events

Renault Round Up



Sunday 17th February 2013 Location: Piazza Area, Water Front City, Docklands, Melbourne. Barry McAdie in his Alpine GTA and Mike Neil in his R16TS attended this event. *(See Barry's article later in the newsletter-Ed)*

R8 and Alpine A110 50th anniversary, Temora on 30 March

(See previous page for details).

French Car Day in Hunter Valley, NSW

Sunday 26 May at Nightingale Winery, 1239 Milbrodale Road Broke NSW 2330

www.nightingalewines.com.au

<http://www.aussiefrogs.com/forum/showthread.php?t=102185&p=1142255#post1142255>

More details to be posted later.

French Car Festival, Melbourne

Sunday 20th October 2013 Location: Seaworks, 82 Nelson Place, Williamstown, Melbourne. We're talking *festival* as well as French cars. Here's the web site: www.frenchcarfestival2013.net

Lisa Molvig

ROCC Social Secretary



RENAULT ROUNDUP 2013

Mike Neil and I attended the Renault Roundup held at Docklands in Melbourne on 17 February. Mike brought his R16 and I my Alpine GTA V6 Turbo. And it was a very warm day. Thanks to Mike for providing me with accommodation at his place in Beaumaris the previous night. We enjoyed a nice night out at a very popular restaurant called Vincents, just around the corner from the Beaumaris pub but made sure we had an early night as we were due to meet up with other R16 enthusiasts early the next morning.

The Roundup was very well attended with a number of Alpines and new and older Renaults. The quality of most of the cars was outstanding. It was great to catch up with a number of like-minded Renault enthusiasts like Colin and Lyn Stark, John Elliot, Dave Cavanaugh, Rob Sealey, John Hardy, Trevor Wise from Tassie and others. Of course, no Renault Roundup would be complete without Gabriel Gate providing a demonstration of his skills in regional French cooking. A personally autographed recipe book by Gabriel is the perfect present for my wife's next birthday later this month.

Here are some photos of the event. Don't forget the next big event in Victoria is the French Car Festival on 20th October. Details have already been posted on the Aussiefrogs website.

-Barry McAdie



John Hardy's A110 often seen as a guest car travelling around the Albert Park F1 circuit in past years. In the background is John Elliot's GTA



Alpine A310 1600



R8 Gordini powered by Alpine



Rob Sealey's A110



Clio V6: for sale from Colin Stark.



News from Renault



Renault vehicles singled out for their reliability by L'Automobile Magazine

In its February issue, L'Automobile Magazine published its Top 100 cars for reliability, chosen from over 100 models from 25 brands. Seven Renault models were ranked in the Reliability Top 3 in their respective categories, with the other models placed in the Top 10 at least.

These excellent results stem from the work Renault has carried out in recent years to produce vehicles with the highest levels of robustness and reliability as standard. L'Automobile Magazine classification recognises not just the performance results of specific models, but also a general and sustained improvement in terms of quality and reliability across the whole Renault range.

Last May, the ADAC's benchmark *Pannenstatistik* report had already ranked the Twingo and Mégane as excellent among vehicles from the past four years.

L'Automobile Magazine Reliability Top 100 has confirmed this trend, with the Twingo awarded the top prize once again for its "exceptional" level of reliability, and the Megane and Megane Coupé also joint first in their category. Born with quality in their DNA, the Scenic, Grand Scenic, Laguna and Laguna Coupé all took 2nd place in their respective categories.

The Clio III was one of the first products of the renewed focus on quality that began in 2005, and it also gets a Top 3 rating.

Reliability has become an asset for Renault, and all models are now rising to the top of the quality ratings in independent studies, customer surveys and press reviews in a number of countries. This is the direct result of the quality operation that Renault has carried out in recent years. It has been implemented across the board, in every factory and every territory. Renault production sites worldwide are now working to the same standards. Strict application of the Renault Production System (SPR) enables quality requirements to be implemented in mass production and across a range of models.

Renault has succeeded in making permanent improvements. And as a gauge of reliability, robustness in design and manufacturing are now at the core of every vehicle. Renault is already working hard to make these intrinsic qualities visible and effective for customers.

The attractiveness of the New Clio is a prime example of this.



Renault Scénic XMOD– the market’s leading MPV in crossover mode



Following on from Renault Captur, unveiled at the beginning of the year, Renault rolls out Scénic XMOD.

With its innovative Extended Grip traction control system, soft-roader looks, the brand-new Energy TCe 130 and Renault’s new design identity, the newcomer will round out the Renault Scénic line. Retaining the genetic make-up of the benchmark European MPV since 1996, Scénic XMOD states its difference with style.

Crossover on the outside

Sporty and elegant, Scénic XMOD winningly combines the outdoor cues of a crossover with the refined world of an MPV. With a raised ground clearance and special alloy wheels, the car features an expressive crossover-inspired design: special front and rear bumpers, sill guards and chrome-finish roof bars. The new front end is also more expressive, incorporating Renault’s new design identity and signature LED daytime running lights.

Technology on the inside

Inside Scénic XMOD, the driver enjoys a cockpit-like environment with an exclusive fixed centre console and an array of controls. The rotary control for the all-new Extended Grip traction control system and the multi-directional joystick control for the multimedia system are both easy to reach. Featuring a TFT (Thin Film Transistor) digital display, the dashboard is dominated by the fully connected Renault R-Link touchscreen multimedia system. The top-of-the-range version of XMOD includes a flat-bottomed steering wheel, aluminium-capped pedals and gear lever knob and new interior appointments. Rounding out the offer is new stitched upholstery and Leather/Alcantara Pack.

Extended grip underneath

Scénic XMOD is the first vehicle in the Renault range to feature the all-new Extended Grip system. This advanced traction control system enables the vehicle to grip the road confidently under difficult driving



conditions (snow, mud, sand, etc.). Manually activating the rotary control positioned on the centre console, the driver can choose from three types of assistance.

In 'Expert' mode, Extended Grip manages the braking system, while leaving the driver in full control of the engine torque. The 'Road' mode offers conventional traction control settings. It automatically reconnects at speeds of over 40kph. The 'Loose Ground' mode optimises braking control and engine torque control as a function of available grip.

Plus all the DNA of Renault Scénic

Scénic XMOD retains the key features that have made Scénic the benchmark in the compact MPV segment. Its boot capacity is up to 555 litres, one of the biggest in its class. No less than 71 litres of additional stowage space are cleverly spread around the cabin. Scénic XMOD offers simple, effective and fast modularity: the seats are independent, folding and removable to provide a host of seating configurations for the occupants. Renault Scénic XMOD will be produced at the Douai plant in France.



New Renault Kangoo: styling & technology enhancements for the leisure activity vehicle benchmark



Following on from the Kangoo van in January, the leisure activity vehicle made in France (at the MCA Maubeuge plant) is getting an upgrade too. Both New Kangoo and New Grand Kangoo will be sporting Renault's new brand identity, with its original front end, modernized dashboard and extensive perceived-quality improvements inside and out.

There are two new versions: Extrem, a top-end car with go-



anywhere looks, special two-tone (black and Dark Metal) bumper, 15" Dark Metal alloy wheels, tinted rear windows, roof rails and side striping; and Business (available in the form of a "Business Pack" in France), a mid-range version primarily addressing business users.

New Renault Kangoo comes with a broad choice of petrol and diesel engines, including Energy dCi 75 and 90 and Energy TCe 115, all of which lead the field in fuel economy for this vehicle segment. The Energy dCi 110 is also highly efficient, emitting just 115 g of CO₂ per km.

New Kangoo also gets advanced equipment, with ESC (including Hill Start Assist and Extended Grip), Stop & Start, ESM (Energy Smart Management, deceleration energy recovery), the Renault R-Link multimedia system, and a new radio range with Bluetooth® and USB capability.

Renault Kangoo, the benchmark in leisure activity vehicles, with sales topping almost 900 000 units in Europe since its launch in 1998, is getting a major upgrade in February 2013. The new front panel boasts Renault's new brand identity, with a larger, verticalized badge.

The styling is more assertive and attractive, truer to the vehicle's modern outlook and inherent reliability. Special bumpers create a more pronounced differentiation between passenger and LCV models. The radiator grille on the passenger model features a finish in gloss black and chrome, there are black headlamp inserts (on some versions), and the wing mirrors and rear lamp units have been redesigned. Renault Kangoo is now available in a choice of eight body colours, including a new Mineral White opaque finish, and Cassiopeia Grey and Silver Grey in metallic paint.



On the inside, the central console has been redesigned, with a smart gloss-black unit combining the air conditioning and radio controls (depending on version and equipment). The steering wheel, brought in from Renault's C-range models, is identical to that on Scénic (for new petrol- and diesel-engined



versions). The Celcius upholstery featured on the top-end models of the previous-generation Kangoo is now standard on mid-range versions, and on the new Extrem version.

Two new versions: Extrem and Business

In addition to the Life, Zen and Intens trims, Kangoo introduces two new versions (in some countries). And Grand Kangoo keeps two equipment levels for its 5- and 7-seat versions.

The top-end Extrem version boasts a go-anywhere finish, with two-tone front bumper in Dark Metal and mat black. The wing mirrors and 15" alloy wheels are also in Dark Metal. The rear windows are tinted. Roof rails are standard fitting. The body striping lends a sporting look.

Options include new technologies such as ESC with Extended Grip and Hills Start, and the R-Link multimedia system.

As its name suggests, the mid-range Business version (offered as a pack in France) primarily addresses professionals. Exterior styling features wing mirrors and front and rear bumpers in grainy black, for robustness, to minimize repair costs, and to facilitate the application of special colour schemes demanded by companies, by avoiding painted plastic parts. Along similar considerations, certain interior parts, such as the central armrest, are also in black plastic. The upholstery is in black throughout, for durability. These adaptations to the baseline Zen version lend added robustness for business usage.

Number-one for fuel economy (petrol and diesel engines)

Like its predecessor, New Kangoo excels in fuel economy. It is powered by powerful yet economic engines including three best-in-category units: Energy dCi 75, Energy dCi 90 (4.3 litres per 100 km over an NEDC combined cycle and 112 g CO₂ per km) and Energy TCe 115 (140 g CO₂/km) . The Energy dCi 110 is also highly efficient, emitting just 115 g of CO₂ per km).

To keep fuel consumption down, Kangoos powered by latest-generation engines feature a gear-change indicator and an Eco Mode function that can reduce consumption by up to 10% (on diesel units). This system adjusts engine torque, the gear-change indicator (to help optimize gear selection) and the accelerator pedal response curve.

Lower fuel consumption also means lower running costs, lower company-car tax and lower TCO, all of which adds up to making Kangoo a highly attractive solution for company fleets, local authorities and government administrations. The servicing interval for mid-range models is extended to two years or 40,000 km, instead of two years or 30,000 km.

Constant improvements in perceived quality

Kangoo and Grand Kangoo address family and business users looking for high perceived quality and irreproachable reliability. They are based on the proven Scénic chassis, which ensures superb comfort and robustness.



Development work on New Kangoo put a strong emphasis on perceived quality. This involved close scrutiny of many points such as weld finish, panel crimp quality around door openings (radius, regularity), neat body mastic application, and acoustics (soundproofing, aerodynamic profile, engines).

Acoustic performance, a frequent shortcoming on earlier models of leisure activity vehicles in general, has seen steady improvements over the last 15 years. To achieve substantial improvements in Kangoo's passenger compartment acoustics, Renault engineers paid special attention to soundproofing, with the application of additional padding. In addition, the new design brings an improved aerodynamic profile, and the new engines minimize spurious noise.

New equipment, including Renault R-Link and new ESC

New Kangoo gets a full suite of modern, upmarket comfort and safety technologies, including the R-Link multimedia system with TomTom® Live satnav for optimum journey planning, along with special functions such as voice command, danger zone warnings and speech-synthesis email read-out.

In-car-entertainment is also upgraded, with a choice of three sound systems: radio with USB connector and Bluetooth; radio with CD player; and radio with CD player coupled with the Renault R-Link system, with full voice control of R-Link on the move.

New Kangoo also offers new-generation ESC with Hill Start Assist and Extended Grip, for enhanced drive under difficult road conditions. Extended Grip improves drive to the front wheels under difficult conditions (mud, snow, sand, etc.). When switched in by the driver, it optimizes the ESC system to facilitate pull-away and low-speed driving in this kind of situation. Hill Start Assist holds the vehicle at standstill on a slope to prevent backsliding through to pull-away (when the driver accelerates).

Renault's new leisure activity vehicles introduce further innovations and features fully in keeping with their family car vocation, such as innovative roof rails (which can change direction without the need for tools), the asymmetrical fold-down rear bench, and the fold-down front seat that frees up additional loading space to give a loading length of up to 2.50 m on Kangoo and 2.85 m on Grand Kangoo.

Grand Kangoo accommodates handicap conversion by Renault Tech, into a vehicle with five seats plus wheelchair.



Renault Sport News

Lots to talk about in Renault Sport News this month, Renault Australia getting involved with rallying with “factory” entries in the Australian Rally Championship and Targa Tasmania. While the Formula One circus will arrive later the month for the first round of the 2013 championship, with Renault Sport F1 providing the engines for around a third of the field. Closer to home, I will be doing a day at Wakefield on Tuesday 9 April.

Meet the Renault Rally Team

I had the opportunity to look at the Renault Sport rally cars and meet some of the team just before the recent Capital Rally. Rolfe Renault hosted the meet and kindly invited to meet the “Renault Rally Team”. I spent some chatting with the drivers and mechanics about how they finding the Clio as a rally car. They were uniformly positive about the potential for the cars.

Just to indicate how serious this operation is, Renault Sport in France had sent a technician to Australia to support the cars during the event and was the first time he had travelled to Australia. He said he normally travels from one event to another in Europe to support Renault Sport customers and expected to be back in Australia for couple of other rounds of the championship later in the year.

The event attracted quite an enthusiastic crowd and there were lots of photos were being taken. ROCC was represented by Andrew Sadow, Lawrence Glynn and myself, as Barry was on the way to Adelaide for the first V8 Supercar race of 2013. We were encouraged to get up close to the rally car and it was interesting to hear about some of the details about the setup, such as the cars don’t use anti roll bars, sacrificing body roll for improved traction on dirt surfaces. More detail on the specification of the Clios follows this article. Thanks to Kelly of Rolfe Renault for organising the event and the invitation to attend.

Track Day at Wakefield Park

Last month I mentioned that I was planning to do a track day at Wakefield and was going to settle on a date. After consulting the Wakefield Park Calendar, I decided that **9 April** would be a suitable date. All ROCC members are welcome to come along, either to drive or to spectate. The cost for the day is \$120 plus (if required) a \$50 Wakefield licence, which valid for 12 months. Drivers must wear a long sleeved shirt, long pants, closed leather shoes and a suitable helmet. If you don’t have a helmet, they can be hired at the circuit. There is no charge for spectator entry.

The circuit opens around 8am, with the first session for street cars starting at 9am and day ends around 4pm. Just turn up, find a garage and register with the Wakefield office building. The aim of the day is to have fun, not to break records and it is an opportunity to drive your car without speed limits in a controlled environment. I look forward to seeing you at the track.



Now the official disclaimer: this not an official ROCC event and ROCC cannot be held responsible for any loss you may occur. Potential participants should be aware that it is almost certain that your insurance will NOT cover your vehicle when on track and you should drive accordingly.

Renault returns to rallying in Australia with the Renault Sport Clio R3

More than 40 years ago, Renault was the brand to beat in rallying in Australia.

In 1970, the plucky rear-engined Renault R8 Gordini swept all before it in the hands of a talented team of experts who were crowned Australian Rally Champions at the end of the season. Success in the mud and gravel as well as on tarmac was echoed on the road, as the showroom showdown of the year saw the new, locally assembled, Renault 12 crowned 'Wheels Magazine Car of the Year 1970'.

Now Renault Sport is on track to show what it can do to set the 2013 East Coast Bullbars Australian Rally Championship alight, with a pair of 2WD Renault Sport Clio R3 factory-built rally cars turning out for the new season in the experienced hands of Scott Pedder and co-driver Dale Moscott, and privateer Tom Wilde with co-driver Bill Hayes. Both co-drivers have tasted success at the very highest levels of international rallying in 2011 and 2012, and bring a significant advantage to both Renault teams for





2013.

The cars will be campaigned throughout the season and will be supported by Renault Australia.

“Renault is delighted to be able to return to rallying in Australia in a meaningful way,” says Justin Hocevar, Managing Director of Renault Australia. “Renault Sport is an icon and hero of motor sport the world over, and we eagerly seized the opportunity to demonstrate the expertise of Renault Sport in competition in Australia. Also it was very timely that a talented and successful driver such as Scott Pedder was available to build a Renault Sport team for us,” he says. “Motorsport is undoubtedly very close to the heart of all of us at Renault, through our Renault Sport brand, and from the designers at the factory to the technicians at our dealer network around Australia, we all enjoy seeing Renault-powered vehicles take on the competition and win.”

“Renault is a dominant force in Formula 1. We notched up our third consecutive World Drivers’ and World Constructors’ Championships at the end of last season, thanks to the efforts of the Renault Sport F1-powered Red Bull Racing team, while in Europe there are Renault Trophy and Renault Clio Cup race series on track, and a full card of rally efforts for our R3 (Renault Sport Clio) and N4 (Renault Sport Mégane based) cars. The two 2WD R3 vehicles we have brought to Australia present a feisty, competitive and proven package that will delight ARC fans, with their performance, traction and speed.”

“The Renault Sport Clio R3 has been a winner over several seasons in Europe and we are confident that in the talented hands of Scott Pedder and his team, the new front-wheel drive bias to the ARC will see Renault once again out in front,” Hocevar says.

“While of course I am too young to remember Renault celebrating its dramatic and overwhelming successes in the 1970 championship, and its commitment to rallying in that era, I am sure that there are many die-hard rally fans who recall quite clearly the Daffodil Yellow R8 Gordini campaigned by Bob Watson and his crew to outright success.”

“We’re here to win, that’s for sure, but also to show off what Renault can do in rallying to a whole new generation of fans.”

“The Renault Sport brand has attracted a huge following in recent times, and we’re now the second biggest market in the world for the Mégane Renault Sport 265. That is why the Renault Sport factory has been so keen to help us return to rallying with the R3 cars,” he says.

“You can be sure that Renault is taking motor sport in Australia very seriously and we will roll out even more exciting new vehicles with motorsport intent or motor sport flavour throughout 2013.

“The first act in this play is the National Capital Rally in Canberra (March 1-3), but it will be followed very quickly by the Formula 1 Grand Prix at Albert Park (March 15-17), with more rally-oriented excitement to come soon after that,” Hocevar says.

“I am very excited by the prospect of this ARC season, and I expect the team to be highly competitive. The first round can’t come soon enough.”



Product details and technical Specification 2013 Australia

Year after year, the Clio keeps its wheels firmly gripped to the special stages. After its famous kit-cars and the Super 1600, Renault Sport Technologies launched the Renault Sport Clio R3 in 2007.

Intended for both amateurs and more experienced rally drivers alike, the Renault Sport Clio R3 was exceptionally successful. The Renault Sport Clio R3 takes its name from the technical regulations defined by the FIA with the aim of encouraging the launch of new, reliable, high-performance models, which are available at a reasonable price.

The objective of the Renault Sport Clio R3 is to offer performance levels close to the Super 1600 for the price of a Group N car. In order to make this brand accessible to as wide a range of drivers as possible, Renault Sport Technologies has designed a very versatile product, capable of performing just as well off-road as on-road without any major modifications.

The Renault Sport Clio R3 mirrors the powerful, thoroughbred design of the road-going Renault Sport Clio, with the main distinctive difference of the competition version being the roof-mounted air intake. A welded roll cage made from more than 40 metres of steel tube has strengthened the chassis, which is based on a Renault Sport Clio body shell. The suspension system has a tried and tested setup as standard, but it also allows plenty of scope for fine-tuning, thus making it easier to adapt the vehicle's performance to all types of terrain.

Under the bonnet, the 2.0-litre, 16V normally aspirated engine has been modified both internally and externally to boost power output to 250bhp (184kW) at 8,400rpm. The four-cylinder engine is connected to a six-speed sequential transmission. A single Electronic Control Unit manages the engine, transmission and data acquisition system.

The driver/passenger compartment has been designed with driving comfort and safety in mind.





The Renault Sport Clio R3 comes equipped with all mandatory safety equipment: bucket seats, six-point harnesses, extinguishers, circuit breakers, etc. The ergonomics of the driving position have been carefully designed, from the gearstick to the hydraulic hand brake lever positioned close to the steering wheel.

Renault Sport Clio R3 2013 Technical specifications

Chassis

Type: Steel monocoque, welded SONAS roll cage

Aerodynamic features: Air extractors and rear diffuser

Engine

Layout: Front transversally mounted

Type: Renault F4R RS – 4 cylinder 16 valve – 1998cc

Bore x stroke: 82,7 x 93mm

Power supply /ignition: Magnetti Marelli built-in management system – SRT ECU

Peak power: 250bhp (184kW) at 8,400rpm

Peak torque: 245Nm at 5,400rpm

Maximum engine speed: 8,400rpm

Transmission

Gearbox: Sadev 6 speed sequential gearbox + reverse gear

Gearshift: Steering wheel mounted joystick

Differential: ZF self-locking LSD (disk-and-plate)

Clutch: Mechanically controlled single disc

Brakes

Front: Ventilated discs, 330mm (tarmac) 280mm (gravel), Brembo 4 piston callipers

Rear: 274mm solid discs, Brembo single-piston callipers

Handbrake: Hydraulic

Wheels



Rims: One-piece aluminium 7x17-inch (tarmac) 6x15-inch (gravel)

Tyres: Khumo control tyre (two tread and compound choices available)

Dimensions, weights and capacities

Length: 3,991mm

Width (overall): 1,768mm

Height: 1,480mm

Wheelbase: 2,585mm

Track front/rear: 1,560/1,541mm

CdA: 0.77

Fuel tank capacity: 55-litres

Weight (unladen): 1,080kg minimum

Competition Success for the Renault Sport Clio R3

- 2007 French gravel championship 1st
- 2008 French gravel championship 2nd / French tarmac championship 1st 2WD
- 2009 European Rally Championship / 2nd 2WD / Junior World Rally Championship 4th
- 2010 ERC 2nd 2WD / JWRC 3rd
- 2011 Intercontinental Rally Challenge 2WD 1st
- 2012 New Caledonian championship 1st

Renault Megane RS 265 team to contest showroom category in Targa Tasmania 2013

Renault Sport is chasing victory in the showroom category in the 2013 Targa Tasmania with a pair of Megane RS 265 coupes prepared by Walkinshaw Performance. It's a first for the aftermarket tuning company, previously known in Australia exclusively for its work modifying Holdens and HSVs.

Mike Sinclair will drive one of the Méganes with co-driver Bill Hayes, who is one of the crew for Swisse Renault Sport Rally Team contesting the Australian Rally Championship with a pair of Clio R3s. The other Megane will be driven by Channel 7 personality and occasional V8 Supercar driver Grant Denyer, who will be partnered by Dale Moscott, another of Renault's ARC Clio team members.

"We're extremely excited to field an official Renault Sport team in Targa Tasmania," Renault Australia's Marketing Director, Chris Bayman said. *"Renault Sport is committed to motorsport at both elite and grass*



roots levels. We have just announced our re-entry into the Australian Rally Championship but we're keen to see the brand strut its stuff in tarmac competition as well."

The works cars will be joined a number of other privately entered Renault cars from the Sydney club including Ernst and Sonia Luthi's Alpine A110, Andrew Collier's R5 Turbo, Ted Merewether's Megane R26 as well as the Adam Spence's Redback Racing Team Megane RS 250s.

Success for the Swisse Renault Sport Rally Team at the Capital Rally



The Swisse Renault Sport Rally Team crew of driver Scott Pedder and co-driver Dale Moscatt have made a scintillating debut in the 2013 East Coast Bullbars Australian Rally Championship finishing a fine second outright at round one, the 2013 National Capital Rally held around Canberra last weekend.

Driving a brand new Renault Clio built to international FIA R3 specifications by Renault Sport in France, Pedder and Moscatt shocked many by taking outright honours in Saturday's heat one over more highly modified G2 vehicles including 2012 champions Eli Evans and Glen Weston in their Honda Jazz. A series of issues on Sunday, including a flat tyre on the second last stage of the day meant that the crew had to settle for second overall for the event.

Team Driver and Principal Scott Pedder was ecstatic with the result, especially considering the first event for the team and car and having spent 31 months out of competition following a high speed accident in Scouts Rally SA in 2010. It was also the first time Pedder has driven a front wheel drive car in competition.



“What a sensational start. The competition this year is very strong and to come out of the box like we did is testament to both a lot of hard work in the lead up from our team and to the work that Renault Sport have done on the development of these cars since 2008. I have been driving rally cars for now 20 years but this would have to be the most fun I have ever had in a car. The Clio R3 is easily the most exciting car I have ever driven and I am still amazed at just how strong they are and how late you can brake and push them through corners.” Said Scott Pedder.

Attention now turns to round two of the championship with the traditional QUIT Forest Rally held in and around the West Australian township of Busselton and Pedder, the 2010 winner of this event, had a message to send to his competition.

“The scary thing is that we are already on the pace, probably 3 events before anyone except us thought we would, and we have really only just started to get a handle on the cars and what they can do. We are certainly not getting ahead of ourselves here but I would suggest that some teams will need to have a busy few weeks to catch us in WA.”

The second Renault Sport entry of Tom Wilde and Bill Hayes recorded a fine 5th at the National Capital Rally in an identical Clio R3 and look forward to their home event in WA with Wilde a co-owner of his family's cheese farm that is within minutes of the stages around Nannup. Wilde also was the winner of the 2012 QUIT Forest Rally.

Follow the team's facebook page for all team information and go to www.rally.com.au for all news, videos and photos from the 2013 East Coast Bullbars Australian Rally Championship.

The overall result of the Capital Rally was:

1. Eli EVANS Glen WESTON, Honda Jazz
2. Scott PEDDER Dale MOSCATT, Renault Sport Clio
3. Jack MONKHOUSE John ALLEN, Nissan S15
4. Mark PEDDER Claire RYAN, Honda Jazz
5. Tom WILDE Bill HAYES, Renault Sport Clio

Congratulations to Renault Rally Team for an excellent debut. Two cars in the top five and the cars proved to be on the pace and reliable. Let's hope they keep up the momentum for the rest of the season and challenge the Eli Evans for the championship in 2013.



Formula One Update

The Melbourne Grand Prix will be run later this month. The results will be included in next month's newsletter.

01	Australia (Melbourne)	15 - 17 Mar
02	Malaysia (Kuala Lumpur)	22 - 24 Mar
03	China (Shanghai)	12 - 14 Apr
04	Bahrain (Sakhir)	19 - 21 Apr
05	Spain (Catalunya)	10 - 12 May
06	Monaco (Monte Carlo)	24 - 26 May
07	Canada (Montréal)	07 - 09 Jun
08	Great Britain (Silverstone)	28 - 30 Jun
09	Germany	05 - 07 Jul
10	<i>Reserved for another European event</i>	19-21 Jul
11	Hungary (Budapest)	26 - 28 Jul
12	Belgium (Spa-Francorchamps)	23 - 25 Aug
13	Italy (Monza)	06 - 08 Sep
14	Singapore (Singapore)	20 - 22 Sep
15	Korea (Yeongam)	04 - 06 Oct
16	Japan (Suzuka)	11 - 13 Oct
17	India (New Delhi)	25 - 27 Oct
18	Abu Dhabi (Yas Marina)	01 - 03 Nov
19	United States (Austin)	15 - 17 Nov
20	Brazil (São Paulo)	22 - 24 Nov



ROCC Technical Help

Need a bit of technical advice concerning your Renault? Well an advantage of being a club is that a number of fellow members have agreed to provide advice, where they are able, to other members. Their names, contact details and the Renault models they cover are as listed below.

If you see your model below or have one that is not listed and would like to be a contact, please advise the Editor.

Model	Contact	Phone
750/4CV	George Cook	((02) 4472 4237
Dauphine	George Cook	(02) 4472 4237
Florde	George Cook	(02) 4472 4237
R4	Simon Fitzpatrick	(08) 8260-6408
R5	Alastaire McIntyre	(02) 6258-3924
R8/10	Nick Hulskamp	(02) 4472 4237
	George Cook	(02) 4847-5081
	John Elsom	(02) 6288-7737
R12	Nick Hulskamp	(02) 6254-1394
	Mark Christie	(02) 4868-2391
R15/17	Luke Drady R15	(02) 6294-1334
	Mark Christie	(02) 4868-2391
R16	Ken Horsfall	(02) 6258-3378
	John Elliott	(03) 9890-6108
	Mike Neil	0418211278
	Mark Christie	(02) 4868-2391
R18	Mark Christie	(02) 4868-2391
R20	Mark Christie	(02) 4868-2391
R21	Mark Christie	(02) 4868-2391
R25	Luke Drady	(02) 61612774
	Leigh McEwan	(02) 6231-4178
	Barry McAdie	(02) 6258-4837
Fuego	Leigh McEwan	(02) 6231-4178
	Mark Christie	(02) 4868-2391
R19	Mark Christie	(02) 4868-2391
Laguna I, II & Clio	Mark Christie	(02) 4868-2391



ROCC SPECIAL TOOL LOCKER

(Available to Financial Members only.)

There is a \$50 refundable deposit required to borrow any club equipment for which the borrower becomes responsible and must return to the club in the same condition as borrowed. Items borrowed must not be passed on to anyone else, particularly non-club members.

Please contact Michael Pedvin, 6215 1878 (W) burrinjuck@netspeed.com.au..

MOT10	4cv Head bolt socket
MOT12	Liner Retaining brackets
MOT13	Rocker arm clearance adjusting wrench 10mm
MOT131.02	R16 Main bearing oil seal install mandrel
MOT231.02	R12 Main bearing oil seal install mandrel
MOT232	R16 oil press switch install. Spanner
MOT233	Rocker arm clearance adjust. wrench
MOT233.01	Oil press switch wrench
MOT251	Support plate for checking liner protrusion
MOT259.01	Main bearing oil seal install mandrel
MOT420	Timing chain slipper setting gauge
MOT443	Rocker arm clearance adjusting wrench (812 eng. only)
MOT446	R16TS cylinder head centreing tool
MOT451	R16TS head gasket aligning studs x2 plus removing tool
MOT521	Liner retaining clamp
MOT799	?
MOT	Expansion bottle cap wrench
MOT829	Fuego/20TS/25 cam pulley holder
MOT761	R12/1.4T/chain tensioner install tool
MOT124.507	Piston Liner holders x 2
T.av476	Ball joint extractor
T.av493	Ball joint extractor
T.av512	Steering link ball joint extractor
T.av537.02	D/shaft book install. Slide
Sus234	R16 Torsion bar tensioner
Sus349	R16 Torsion bar aligning sleeve
R16 camshaft seal install. sleeve	
R10/12/16 Clutch aligning mandrels.	
R12 compression ring compressor	
R12 front suspension strut spacer	
Driveshaft rolled pin removing punch R12/16 etc.	
R12/10 Timing cover aligning tool	
Brake hose clamps x 2, Gudgeon Pin install	
Small gear/bearing puller, Large gear/bearing puller	
Torque wrench, Driveshaft boot installing expander	
CAR ramps, stands, engine hoist and engine stand	
Workshop man. & parts for most Renault models.	



ROCC Classifieds

All ROCC members may advertise for free in ROCC News, so if you've got something to sell, send it to the Editor by the 20th of the month and I'll put it in the next magazine.

For sale:

Alan Marriage has owned this 1976 Renault 16TS for 20 years. It is in very good condition and has been maintained by Tony Good at Lintons Garage. The passage of time requires Alan to downsize.

The car is located in Brighton South Australia. It is registered and driven occasionally. The odo shows 45000 and it is assumed there would be 200k in front in front of that number but the actual mileage is unknown. 20,000km

ago the car had a major engine overhaul new pistons liners etc and since then has had continual maintenance including brakes, drive shafts, starter motor, alternator, exhaust pipe, radiator etc.

The last bill was for \$1300 for lights and drive shaft boots. The body is in good condition, which is why Alan has continued maintain the mechanical parts of the car.

I am open to offers over \$3000.

If you are interested in this vehicle, please contact **Alan Marriage** via e-mail: marriage@senet.com.au





Renault Owners Club of Canberra Inc.

Postal Address: ROCC, PO Box 10, Civic Square ACT 2608

MEMBERSHIP APPLICATION FORM

What is the Renault Owners Club?

We are a group of Renault enthusiasts who want to get the best from our cars while minimising the cost of motoring.

Members have one thing in common – ownership of Renaults, in some cases more than one. There are men and women, young and old, new and experienced drivers. Cars range from new and recent models to earlier models.

What does membership offer?

A monthly newsletter is emailed to members and access is available to free advertising on our website www.renaultcanberra.asn.au. Discounts are available on parts and services from various agents as well as technical advice, special tools and a reference library of manuals and videos. Friendly monthly meetings are held on the second Wednesday of each month at 8pm at the Hellenic Club, Matilda Street, Phillip. There are also various social activities such as dinners, drives and car shows.

What does membership cost?

Annual membership is a very reasonable **\$20** with an additional joining fee of **\$5** for new members. Membership covers all dependent family members and the club encourages spouses and children to participate in events and social activities.

Ok, I am interested, what do I do now?

All you need to do is fill out the details below and post to The Secretary, ROCC, PO Box 10, Civic Square ACT 2608 together with a cheque or money order or, if you prefer electronic banking, the Club's details are : BSB 805-022 A/c no 03408590

NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

MODEL/S OF RENAULT OWNED:.....



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**Ken and Anne Bailey
14 Rowern Crt
BOX HILL NORTH VIC 3129
Ph: 03 4890-9061 Fax: 03 9899-5923 email: caravelle@hotmail.net.au**



Renault/French Car Clubs

Renault Owners Club of Canberra www.renaultcanberra.asn.au PO Box 10 Civic Square ACT 2608 : bardot@homemail.com.au (Barry McAdie)

Renault Car Club of Victoria

PO Box 111 HEIDELBERG VIC 3184

: www.renaultnet.org

Ph: (03) 9802 3963

Renault Car Club of Australia

PO Box 119 RYDE NSW 2112 : www.rcca.org.au

editor: bsprague@idx.com.au

Renault Car Club of Qld.

enquiry@renaultclubqld.com.au

: www.renaultclubqld.com.au

PO Box 1155, MILTON 4064

Club Automobile Francais (S.A.) www.clubautofrancais.com/html/home.htm PO Box 330 CAMPBELLTOWN SA 5074

cafpres@clubautofrancais.com

French Car Club of Tasmania

PO Box 193 New Town, 7008, Tas. Colin Fuller: vk7zcf@hotmail.net.au

Renault Model Registers

Renault Fuego Register

Ph: (02) 6231 4178

: mcewanlj@netspeed.com.au (Leigh McEwan)

Renault 4CV Register of Australia www.4cvregisteraustralia.org 13 Field St SHEPPARTON 3630 : prickles@cv.quik.com.au (Denis Burr)

Renault 12 Register

: reno1338@hotmail.com Ph: (02) 6254 2040 (LisaMolvig)

Renault 15/17 Register

www.geocities.com/MotorCity/Speedway/9730/Reg.main.html : volker@netspace.net.au. (Volker Schubert)

Renault 16 Register

John Elliott Ph: (03 98906108) : elliottjh@optusnet.com.au : taymike51@gmail.com Ph: (02) 6254 1040 (Mike Neil)

Renault 25 Register

Ph: (02) 6292 2648 h

: luke.drady@act.gov.au

(Luke Drady)

Renault Clio Sport Register

: mhulskamp@iprimus.com

(Mark Hulskamp)

Personal Homepages

Fuego www.clamedia.com/fuego

Fuego The Plip <http://Users.tpg.com.au/femgonz/plip>

R17 Gordini www.gordinicar.com

Renault Australia

www.renault.com.au

Australian Forums

Aussie Frogs www.aussiefrogs.com

Renault Clubs in Australia www.1-2-free-forums.com/mf/laussierenault.html



Renault Sport Owners www.ozrenaultsport.com

European Cars forums.eurocca.net

Renault in Australia* <http://renaultinaus.17.forumer.com>

Renault Models

R8

<http://Club.r8.free.fr/>

R12

http://home.wxs.nl/~vrija001/R12,_page.htm

R16 <http://r16site.com>

Parts for early Renaults www.neoretrofrance.com

Magazines

Unique Cars

www.carpaint.com.au/uniquecars

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