



ROCC NEWS

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

February 2013

Issue Number 297



The new Renault Captur

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*New Renault Captur

*Rallye Monte-Carlo historique: 1-2 success for Alpine

*Clio IV: NCAP Europe's Supermini of 2012

Next Meeting: 13 February 2013 at 8pm

Committee Meeting 7.30pm

Where: Hellenic Club, Matilda Street, Phillip.



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The Editor's Bit

Happy New Year to all ROCC members and welcome to the February edition of ROCC News, the first for 2013. I hope everyone had the chance to take a break and recharge their batteries (both literally and figuratively). The February edition is full of the latest news from Renault that I think you'll find interesting.

2012 was a record year for Renault Australia, with just over 5000 vehicles sold and 2013 is shaping up as another great year for the marque locally, even if times are tough in Europe. Renault recently announced that it would reduce its workforce by 7500 people, albeit through natural attrition. The 2012 sales results included in this newsletter tell the story. But there is a lot to look forward to locally, with the release of the Clio IV in both normal and sport versions as well as the strong possibility of the appearance of the Megane 220 Estate (see below) and the newly announced Renault Captur, with further models in the

pipeline. There is more on the Captur elsewhere in this newsletter.



As far as the club is concerned, we have a full calendar of events. I am intending to have a few more track days this year as well and if there is enough interest, driver training type events. More about these ideas in the Renault Sport section of the newsletter.

Oh, and don't forget to re-new your membership by coming along to the next meeting and paying cash, sending in the form in this newsletter with a cheque or doing a bank transfer from the comfort of your own home. I'd hate you to miss out on your monthly edition of ROCC News.

Drive safely and enjoy your Renault,

Your friendly editor, Kevin

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Your Committee

PRESIDENT: Barry McAdie (Dot)

5 Strathnairn Place, Fraser 2615 Ph. 02 6258 4837 (h)

E-mail: bardot@homemail.com.au

VICE PRESIDENT: Kevin Audsley

15 Chataway Crescent, Fadden 2904 Ph. 02 6291-7398

E-mail kaudsley@mac.com

TREASURER: Paul Jones (Sue)

46 Spica St., Giralang, 2617 Ph. 02 6241-4451 (h)

SECRETARY: Andrew Sadow

85 Poppet Road, Wamboin NSW 2620, Ph: 0419 616 211

E-mail: a.sadow@bigpond.com

ASST.SEC/TREAS: Leigh McEwan (Janine)

168 Longmore Crescent, Wanniasa 2903 Ph. 02 6231-4178 (h)

E-mail: mcewanlj@netspeed.com.au

SOCIAL SECRETARY: Lisa Molvig

3/42 Jinka St., Hawker 2614 Ph. 02 6254-2040 (h)

E-mail: reno1338@hotmail.com

EDITOR: Kevin Audsley

15 Chataway Crescent, Fadden 2904 Ph. 02 6291-7398

E-mail kaudsley@mac.com

TECHNICAL SECRETARY: Mark Christie (Helen)

2 Watson Road, Moss Vale 2577 Ph. 02 4868-2391 (h) 0414 382 391 (m) e-mail: mjc407@gmail.com

WEBMASTER: Leigh McEwan (Janine)

168 Longmore Crescent, Wanniasa 2903 Ph. 02-6231 4178 (h)

E-mail: mcewanlj@netspeed.com.au

COMMITTEE ASSISTANT: Michael Pedvin

15 Gillruth St Hackett Ph: 02 6215 1878 (W)

Email: burrinjuck@netspeed.com.au.

CLUB REGISTRA: :Lisa Molvig

3/42 Jinka St., Hawker 2614 Ph. 02 6254-2040 (h)

E-mail: reno1338@hotmail.com

COUNCIL REP: Leigh McEwan (Janine)

168 Longmore Crescent, Wanniasa 2903 Ph. 02 6231-4178 (h)

E-mail: mcewanlj@netspeed.com.au

PUBLIC OFFICER: Nick Hulskamp (Helen)

9 Bunday Street, Higgins 2615 Ph. 02 6254 1394 (h)

HON LIFE MEMBERS:**Jason Hinder** - 56 Baracchi Crescent, Giralang, ACT 2617 Ph. 02 6166-8166 (h).**John Adkins** - 4 Sea Swallow Place, East Ballina 2478

Ph. 02 6686-2886 (h).

Ken Horsfall - 6 Scattergood Place, Spence 2615Ph. 02 6258-3378 (h) e-mail: khorsfall@bigpond.com.au**George Cook** - 6 Blairs Rd, Long Beach, NSW 2536. E-mail: tiabunna@yless4u.com.au



Local News

PRESIDENT'S PAGE

Bon jour Renophiles!!!

And a happy new year for 2013.

There are a host of activities planned for 2013 that members can participate in. First up is the Renault Roundup being held at Docklands in Melbourne on Sunday 17th February. I hope to get there just to catch up after a few years absence from Victoria's events. Then there is Wheels 2013 on March 17th at Epic that usually has a great turnout of cars from the Canberra region. At Easter there is the 4CV Register's biannual Muster at Junee and the occasion will be used to celebrate the 50 year anniversary of the R8 and the Alpine A110 with a get together at nearby Temora Aviation Museum on Easter Saturday 30th March. Lisa has emailed the entry form, flyer and program to members recently and details are also posted on aussiefrogs. I hope to attend with my A110 (but see below).

Lisa has also developed a full list of car drives and outings for the year around Canberra and of course there are the other usual events like the Battle of Waterloo in June, the Sydney French Car Day in July, the Victorian French Car Festival usually in October and the Canberra French Car Day in November.

Then of course there is the F1 circus that starts with the Melbourne Grand Prix on 15-17th March. I will not be attending this year after last year's disappointing viewing as an general admission entry (not many viewing spots for the ordinary punter unless you have a corporate box or grandstand seat). Instead we will get our fill of close-up motor racing at the start of the V8 Supercars season in Adelaide from 28th February to 3rd March. It will be interesting to see how the Nissans and Mercedes perform in their first outing against the usual suspects of Holden and Ford. And whether in the long term the series attracts more manufacturers to make the racing like it used to be in the good old days of more open competition instead of the tribal Ford v Holden stuff we have endured over many years.

In the meantime, I am cleaning up my garage and spending more time on my other cars seeing the A110 occupied much of my time over the last two or so years. My Alpine GTA has had the rear bumper and right hand door resprayed (the former because of damage caused by a blowout on the way to Bathurst and the later because an earlier respray of the door was not good enough), new indicators have been installed along with new roof trim and a new left side headlight lens. The right hand one will also have to be done after stone damage I suspect happened going to or from Bathurst. The Fuego GTX (my run around car) and the Fuego Turbo have been detailed and polished. My spare R25 engine previously in my white Fuego has been rebuilt and others have been put in order.

Then in January, I discovered that my A110 has lost reverse gear. The gear linkages are fine so I have concluded that the problem is in the gearbox so it will have to come out shortly for repair or possible replacement with the 5-speed box that came with the car. At least that will give me the opportunity to



clean up the rear undercarriage and engine bay to complete the car's refurbishment. Then hopefully my R5 Alpine motor will be available to install – still waiting on supply.

If you want to feast your eyes on plenty of great photos of A110s (there are over 5,000 of them) go to:<http://www.flickrriver.com/search/renault+a110/>

And for the story on the founding and development of Alpine have a look at the video at:

<http://www.google.com.au/url?sa=t&rct=j&q=you%20tube%20renault%20a110%20icons&source=web&cd=1&sqi=2&ved=0CDMQtwlwAA&url=http%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3D6LotzjniD2E&ei=uPURUcGSMYP4mAWZ74CgDg&usg=AFQjCNG7HiNRioLsPHTIBQ-JrXo20b0pOA&bvm=bv.41934586,d.dGY>

The former was posted on Aussiefrogs and the later forwarded by Colin Stark of Alpine Affair in Melbourne.

Drive Safely,
Barry McAdie
President 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.



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF DECEMBER COMMITTEE AND GENERAL MEETINGS
HELLENIC CLUB, CANBERRA, 12/12/2012**

ATTENDANCE: Andrew Sadow, Kevin Audsley, Barry McAdie, Paul Jones

APOLOGIES: Leigh McEwan, Lisa Molvig

MINUTES OF PREVIOUS MEETING: Accepted

CORRESPONDENCE IN: 3 x ADCU statements, 1x CPS brochure, 2x Shannons auction catalogue. Email from Hellenic club accepting our club to use the facilities in 2013 but our first meeting Feb 13th, there is no room available. An event brochure re a rally around Victoria in May 2013.

CORRESPONDENCE OUT: Nil

TREASURER: update on members and finance, 26 members. Total in finances \$6536.35 made up of 4 term deposits \$5055.46, ADCU \$584.60, CPS \$896.29

SOCIAL: The X-mas lunch was coming up and Paul Jones proposed a motion that the club pay for some wine for this lunch, the motion was enthusiastically seconded by Barry McAdie. Lunch at the Green Herring on the 15th Dec 2012. Jugiong meeting coming up, it's a gathering of the Vic and NSW clubs, a great event says Barry, "it's been going since 1953 I think". Also coming up in Feb 2013 is the Renault Roundup in Victoria.

NEWSLETTER: Sorry if this sounds monotonous but another great effort Kevin and thanks. Barry also mentioned he had all the issues of the club newsletters including the first one. Kevin was enthusiastic to get it scanned and maybe include some of the first articles into a subsequent newsletter.

TECHNICAL: Baz is picking up 2 R5 motors in pieces and possibly a Fuego as well.

WEBSITE: Nil change and waiting on Leigh to get back for an update.

GENERAL BUSINESS; Old member return to the meetings, Fred Cook, welcome back and we'll see you at the X-Mas lunch.

MEETING CLOSED: 20.38

NEXT MEETING: 13/02/2012

Andrew Sadow

Secretary, ROCC



Social News and Events

French Car Drives

Here is the proposed schedule of events for this year:

- February 24: Millpond Farm outside Braidwood to see exhibition of antique toys and dolls in the gallery and hopefully some of their collection of antique cars and carriages. See their website www.millpond.com.au. Meet in Braidwood at the bakery at 9.30am for coffee and then continue to the farm, 10 min from Braidwood to see the exhibition and farm. Return to Braidwood for lunch.
- 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.
- 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/>
- Spin on October 19-20, 2013 which includes National Trust Heritage Rally: <http://www.nationaltrust.org.au/act/Rally>

Interstate events

- Renault Round Up: Sunday 17th February 2013 Time: 8:30am to 9:30am for car entry. Finish around 3:00pm Location: Piazza Area, Water Front City, Docklands, Melbourne.
- French Car Festival: Sunday 27th October 2013 Location: Seaworks, 82 Nelson Place, Williamstown, Melbourne. We're talking festival as well as French cars.

Lisa Molvig

ROCC Social Secretary

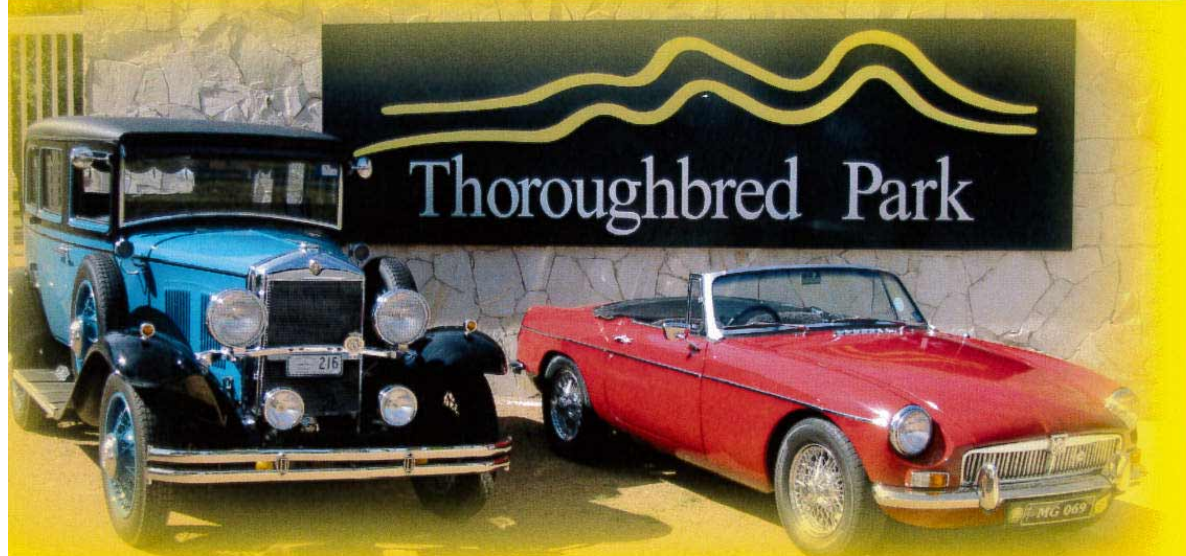


WHEELS

SHARE THE PASSION

17 March 2013

Thoroughbred Park



Display and Charity Day for all Clubs affiliated with
The Council of ACT Motor Clubs
Visiting Clubs are welcome. Display vehicles arrive from 8.00am
Spectators from 9.00am till 3.00pm
Entry by gold coin donation



*Celebrating 100 Years
of Motoring in Canberra*

Organised by Canberra Antique & Classic Motor Club
and Mercedes Benz Club.

Contact: Roger Amos - tel: 02 6254 2546 - eml: amosr@grapevine.com.au





News from Renault



Renault's 2012 Results: Renault steps up its international development



The Renault group is successfully pursuing its international offensive. In 2012, the Group set a new record outside Europe with 1,279,598 vehicles sold (+9.1%). For the first time in its history, the Group generated more than half of its sales outside Europe. However, this international success did not offset an 18% fall in sales in Europe. Overall, with 2,550,286 vehicles sold worldwide, Group sales were down 6.3% on 2011.

Highlights in 2012

- In international regions: the Group set new records in sales and market share in two regions, the Americas and Eurasia. Brazil and Russia are now the Group's second and third biggest markets respectively.
- In Europe: against a backdrop of market crisis (-8.6%), and efforts to defend margins and restructure the sales offering in the UK, the Group had market share of 9.1% (-1 point) and sales of 1,270,688 vehicles, down 18%.
- Renault expanded its electric range in 2012, with Twizy, which has topped sales of 9,000 units since launch. With Fluence Z.E. and Kangoo Z.E., Renault is No. 1 on the electric vehicle market in Europe with market share of 28%.
- Launched in fourth-quarter 2012 in Europe and Turkey, New Clio is a success with its audience.
- In the LCV market, the Renault brand increased its market share in international regions and in Europe, maintaining its leadership for the 15th consecutive year, with market share of 15.5%.

"The Group's international expansion strategy is bringing results. In 2012, we set a new international sales record with the Renault and Dacia brands. Nevertheless, this success could not totally make up for falling sales in Europe. In market conditions that were tougher than expected, we sought primarily to defend our margins," said Jérôme Stoll, Member of the Executive Committee, Executive Vice-President, Sales and Marketing & Light Commercial Vehicles.

Sales by brand

- Renault sales were down 6% on 2011, despite growing by a strong 13.9% outside Europe. With 2,124,773 units sold, the brand accounts for 83% of Group sales.



- Dacia sales rose 4.8% to 359,822 units, buoyed by the expansion of the range in 2012 with the arrival of Lodgy (an MPV), Dokker (the first LCV), and the renewal of Sandero and Logan.
- Renault Samsung Motors saw sales fall 44.4% to 65,691 units. The brand is restructuring its sales network and product offering and targeting a recovery from 2013. New SM5, the first vehicle launched since the rollout of the brand's Revival Plan, has made a good start.

In Europe: a market in crisis and an unfavourable market mix

In a market in crisis, Group sales fell by 18% for market share of 9.1% (-1 point). The Renault brand is No. 3 on the PC/LCV market.

Renault is highly exposed to markets in France and Southern Europe, and brand sales have suffered from the significant downturn on these markets. At the same time, the brand pursued the policy initiated in 2011 to defend unit margins:

1. Restructuring its sales presence in the UK, where it had market share of 2.4%, down 1.6 point
2. Against a backdrop of strong price pressure, pursuit of a virtuous policy in pricing and sales by channel, despite the ageing of the range, prior to the launch of New Clio.

The Renault brand confirmed its leadership in LCV sales for the 15th consecutive year, with market share of 15.5%. Renault is also the first brand to offer a range of four electric models, and is European leader with market share of 28%.

The Dacia brand expanded its product offering with the launch of Lodgy, taking market share of 1.6%, a rise of 0.1 point. In France, where it ranks No. 6, Dacia increased market share by 0.1 points to 3.7%. In Spain, brand market share rose 0.6 points to 2.3%.

In France, despite a 24.7% fall in sales, the Renault brand remains No. 1 for PC sales. Twingo, Mégane and Scénic are all leaders in their segment. In LCV sales, the brand dominated the market with market share of 32.1% (+0.1 point) despite a 10.1% fall in registrations. Kangoo, Master and Clio Fleet are the three best-selling LCVs, all brands.

Outside Europe: a 9.1% rise in sales, confirming the Group's international expansion

- Group sales outside Europe accounted for 50.2% of the total, compared with 43.1% in 2011, a rise of 7.1 points.
- With 1,279,598 vehicles sold, the Group set a new sales record and made progress across all regions. International growth was driven by products tailored to the needs of international customers (Pulse, Scala, Novo Clio, New SM5, etc.) and by the local production of vehicles based on the M0 platform (Duster, Logan). Brazil and Russia are now the Group's second and third biggest markets respectively.
- The Renault brand now ranks No. 3 in Russia. It is No. 5 in Brazil, with sales well above the 200,000 mark.



- LCV sales on international markets rose 14.6% to 99,690 units (29.6% of the total volume, a rise of 5.6 points).

Eurasia region: sales up by 21.6%, Russia becomes the Group's third biggest market

The Group posted record sales of almost 208,000 units, increasing its market share to over 6% (6.2%) for the first time. In Russia: the Renault brand set a new record for both sales (+22.7%) and market share (6.5%, (+0.6 points)) with 189,852 vehicles sold. It now ranks No. 3 on the market, following its breakthrough in the C segment (44% rise in sales of Mégane and Fluence) and the success of Duster. Launched in March, this model is already the country's third best-selling 4WD. The brand is continuing to deploy its sales network with 15 new dealerships, taking the total to 153 at end-2012.

Americas region: a new record in sales (+13.6%) and market share (6.6%, a rise of +0.5 point)

The Group posted a new record in sales and market share with 450,916 vehicles sold, on the back of the successful launch of Duster and the renewal of Sandero. Brazil remains the Renault group's second biggest market. Sales rose 24.3% in a market that grew by 6.1%. Growing four times faster than the market, the Renault brand set a new record for both sales (241,594 units) and market share (6.6%, +1 point). In Argentina, in a falling market, the Group increased sales by 12%, setting a new record with 118,727 units sold. Market share totalled 14.8% (+1.8 point). Argentina thus becomes the Group's fifth biggest market. The Group is pursuing its development in both passenger cars and LCVs, with the extension of the dedicated Renault Pro+ network, which now has 46 sales points.

Euromed-Africa Region: sales up 4.4% for market share of 14.8% (+0.1 point)

With 360,918 vehicles sold, the Group set a new sales record and consolidated its position on the region's main markets. Algeria posted record sales of 113,664 units, a rise of 51.5%, topping the 100,000 mark for the first time. In a strongly growing market, the Renault group increased its market share by 0.8 points to 26%. The Renault brand held on to the No. 1 position, thanks to the success of Logan and Clio, while Dacia now ranks No. 4 (6th in 2011). In Morocco, the Dacia and Renault brands topped the sales rankings once more (47,709 units, a new record) for market share of 36.6%. In Romania, the Group maintained its leadership with market share of 33.8% (28,225 units sold). Dacia remains No. 1 on the market with Logan, Sandero and Duster. In Turkey, the Renault brand remains No. 1 on the PC market with market share of 13.1% (-2.8 points), despite Symbol diesel reaching the end of its market career. The launch of New Clio is a success.

Asia-Pacific region: a faster pace in India

In 2012, Renault stepped up the pace in India. The Renault range now comprises five products, with Pulse, Duster and Scala joining the range after Fluence and Koleos. These launches illustrate the Group's determination to be a key player on this market, which is the third key component in its international strategy, alongside Russia and Brazil. The Group had market share of 1.1%. In China, where the Group increased the number of dealerships to 95, Renault sales rose +22.4% to 29,724 units, thanks to the success of Koleos and a full range of Sedans, from Fluence to Talisman. In Korea, sales fell 45.1%. Renault Samsung Motors is going through a transition period, with the restructuring of its sales network and



product offering.

Market outlook for the Renault group in 2013

In 2013, the global market is expected to grow by 3% on 2012, while the European market is expected to fall by at least 3%.

“Building on its international development strategy and the launch of attractive new products, the Renault group is setting a course for growth in 2013. We will pursue our development strategy in international markets. In Europe, our objective is to win back market share while continuing to implement a virtuous commercial strategy. Our growth will be driven by New Clio, which has made a strong start, and by a major product offensive with the launch of Captur, ZOE, New Clio Estate, New Symbol, New Logan, New Sandero, New Fluence and Novo Clio,” said Jérôme Stoll, Executive Vice-President, Sales and Marketing & Light Commercial Vehicles.

Renault Captur: the urban crossover that will change everyday lives



As testified by a record of innovations that dates back to 1898, Renault has never stopped questioning preconceived ideas or challenging conventional automotive thinking by placing the needs of customers at the heart of each new project. In 2013, Renault introduces Captur, its first urban crossover that will stand out from the crowd by delivering the best of three different worlds:

- The expressive styling and driving position of an SUV,
- The cabin space and modular interior of an MPV,
- The agility and driving enjoyment of a compact saloon car.



Coming in the wake of Clio's renewal, Captur marks the next step in Renault's design offensive under the leadership of Laurens van den Acker-*"Renault Captur is a compact, unaggressive crossover, which is particularly user-friendly. It benefits from Renault genes through and through..."* Benoît Bochard, Director, A/B-Segment Product Range

Renault Captur, a crossover on the outside

Renault Captur's smooth, fluid, balanced forms express an assertive yet unostentatious personality. Its robust, status-enhancing look takes its inspiration from the Captur concept car, from which Renault has carried over both the spirit that guided its design, as well its evocative name. The lines of Renault's new crossover are perceived as unpretentious, yet the forward position of its steeply-raked windscreen emphasises its dynamic stance. The combination of its compact volumes, raised ground clearance, large-diameter wheels and sill guards will enable it to take every aspect of everyday motoring in its stride. Renault Captur will be easy to customise and notably comes with an original two-tone colour scheme, which produces an attractive contrast between the roof and pillars and the rest of the body work.

Renault Captur, an MPV inside

Despite its compact footprint (length: 4m12), Renault Captur exudes a real sense of interior space that is underpinned by the forward position of its windscreen and its generous interior dimensions. Its exclusive, colourful cabin is warm and relaxing, and this first impression is reinforced by a selection of interior customisation solutions founded on a choice of colours and motifs for the different trim features.



Renault Captur also boasts the appointments and comfort refinements expected of an MPV, such as a high-up driving position, large boot, modular interior and innovative stowage solutions. The standard Renault Captur will have an equipment specification worthy of that of the next segment up,



including hands-free entry, hill start assist and rear parking sensors. Also available will be the new, connected, in-dash Renault R-Link touchscreen multimedia tablet, plus a system that comprises six loudspeakers, Bluetooth® connectivity, audio-streaming and Arkamys® hi-fi sound.

Renault Captur, the agility and driving enjoyment of a compact saloon car

Renault Captur is based on the same platform as New Clio, acclaimed as a B-segment benchmark when it comes to driving pleasure. It consequently delivers best-level dynamics, from road holding to engine response and agile handling. The petrol and diesel engines available for the model benefit from the very latest Renault technologies and will return best-in-class fuel consumption and CO2 emissions, starting from as low as 96g/km. Renault Captur will be manufactured at Renault's Valladolid plant in Spain and will be unveiled at the forthcoming Geneva Motor Show in March 2013.



www.captur.renault.com

From March 5, Internet users will be able to:

- Discover Renault's new urban crossover in detail on their computer, tablet or smartphone.
- Discover the book that looks back at the origins of the vehicle's design.
- Take part in the new 'Captur the Day' competition.



Renault presents the keys of the first ZOE to Arnaud Montebourg



Renault has presented the keys of the first ZOE to Arnaud Montebourg, French Minister of Industrial Recovery.

The first delivery of ZOE, the first broadly affordable full-electric car, comes ahead of further deliveries set for between now and the end of 2012 and mass launch in the Renault network in first-quarter 2013.

The delivery is fully in line with the French government's policy, as set out in the "Plan Automobile", of building a sector of clean and competitive vehicles. It also underscores the importance of introducing an extensive network of charging stations.

After ordering a vehicle at the Paris Motor Show in September 2012, Arnaud Montebourg, Minister of Industrial Recovery, was presented today with the keys to the first ZOE in the Cour d'Honneur of the Bercy Finance Ministry by Carlos Tavares, Chief Operating Officer of the Renault group.

ZOE, the spearhead of Renault's Z.E. range, is the Group's first full-electric car. The widely affordable vehicle qualifies for a €7,000 government environmental bonus, bringing the starting price in France down to €13,700 (including VAT).

ZOE targets consumers and professionals alike. It is ideal for daily journeys and embodies Renault's excellence in electric technology. The mobility-enhancing model features the most advanced technology in terms of range, user friendliness (with the installation of a charging station at motorists' homes or workplaces) and connectivity. It is a key symbol of the Group's commitment to the electric revolution.

The Minister of Industrial Recovery is the first customer to take delivery of ZOE before mass launch in the Renault network in spring 2013.

Commenting, Carlos Tavares, Chief Operating Officer of the Renault group, said: "The first ZOE delivery is a vital step in Renault's electric vehicle offensive, aimed at making zero-emission mobility affordable for the greatest number. The commitment of the government and Mr Montebourg, as confirmed today, is a decisive advantage for making France a robust cornerstone of electric vehicle development and serves to reinforce Renault's position as a French champion on the international stage."

The launch will be accompanied by the widespread development of public and private charging stations with the support of the taskforce headed by Philippe Hirtzman and tasked with stimulating and backing infrastructure projects in large urban agglomerations.

The initiative is ideally embodied in the installation by the Ministry of Industrial Recovery of charging stations at the Bercy Finance Ministry. The move is part of the "Plan Automobile" announced by the



French government on July 25, 2012 and providing for the installation of charging stations at government ministries and the inclusion of electric vehicles in public fleets.

Key figures:

- At end-October 2012, Renault had put 16,600 electric vehicles on the road in Europe.
- At end-September 2012, Renault led the European electric PC + LCV market (excluding Twizy) with a 28.2% share.
- Renault led the French EV market with sales of 4,566 units (including 1,999 Twizys) at end-October 2012.
- Some 10,000 charging stations had been installed in Europe at end-2011. This figure has now risen to roughly 15,000 (up 50% on end-2011).
- In France, the 2,000 to 3,000 Autolib stations are accessible to other EVs besides the Bluecars. Considerable efforts have been made in the Seine Aval area, in the Alsace, Provence-Alpes-Côte d'Azur and Nord-Pas-de-Calais regions, and in cities such as Rennes, Rouen and Angoulême.

New Renault Clio: Euro NCAP'S 'best Supermini' of 2012

Euro NCAP ranked New Renault Clio as the "Best Car of 2012" in its 'supermini' class last month.

This distinction provides further



evidence of Renault's expertise in the fields of active and passive safety. For the record, Renault was the first European manufacturer to secure a five-star Euro NCAP rating, with Laguna 2 in 2001.

More than 11 million Renault Clios have been sold since the release of the first-generation version. In the course of its career, the model has continuously brought features and safety equipment previously thought to be the exclusive reserve of superior segments to a broader audience.

New Renault Clio: emotion... and safety

When designing New Clio, Renault was careful to make sure that the latest version of its supermini delivered the expected level of excellence in terms of active and passive safety. Last year was a watershed for the independent body Euro NCAP that introduced new, harsher procedures for its safety



evaluations that are now based on four criteria. The results achieved by New Renault Clio were exemplary, including a score of 88 percent for adult protection, 89 percent for child protection, 66 percent for pedestrian protection and 99 percent with regard to driver aids. In addition to representing real progress compared with its predecessor, the new car's overall rating of 85 percent positions it as the best models in its segment in which it also secured the top rating in terms of child and pedestrian protection, as well as safety equipment. New Renault Clio has since been named Euro NCAP's "Best Supermini of 2012".

All versions of the model are equipped with ESC, ASR traction control, ABS and emergency brake assists, as well as electric variable-rate power steering and cruise control/speed limiter. And when it comes to passive safety, its reinforced superstructure benefits notably from the use of VHEL steel (Very High Elastic Limit). Meanwhile, the list of occupant protection features it packs is particularly impressive: high-efficiency frontal airbags, lateral head/thorax airbags with dual side-impact sensors for speedier impact detection, seat belt pretensioners, load limiters, anti-whiplash head rests, protection from luggage, 'Fix4sure' anti-submarining, three-point, four-position Isofix child seat anchorage for the front passenger seat and two outer rear seats. There is also a seat belt reminder light and audible warning (SBR) for all passengers.

Furthermore, the optional reversing camera and rear parking sensors provide the driver with a more accurate perception of the car's immediate surroundings, while New Renault Clio is equipped with Hill Start Assist with practically all the engines that figure in the range.

For more than 50 years, Renault has actively sought to develop technologies that enhance the safety performance of its vehicles. Its approach and expertise are founded on real world safety and the study of real-life accidents. In 2001, Renault Laguna became the first car in history to obtain Euro NCAP's maximum five-star crash-test rating. Since that landmark date, a dozen Renault vehicles have achieved the same result (including Clio 3 in 2005), despite the fact that the European body has gradually made its processes harsher. As a result, when it comes to safety, Renault benefits from incontestable legitimacy in the European automobile industry thanks to a range of top-performing vehicles in every class.

The Clio story: 22 years of "big car attributes"

Ever since the launch of the first-generation Clio, Renault's "small car with big car attributes" has gone from strength to strength. In the course of its 22-year history, more than 11 million cars have been sold, and this success has been stimulated by the comfort, versatility, safety, build quality and equipment specification the model has always delivered, positioning it as a pioneer in its segment. Indeed, Clio has a proven record of bringing big-car standards to the world of small cars.

Clio took over from the hugely popular Renault 5 in 1990. Although a small car, it benefited from a higher-end positioning, while its lines lost no time in winning over customers. Recognition wasn't long in coming – including the coveted title of "1991 Car of the Year" – and Clio rapidly emerged as a benchmark in its class. The mainstream range was extended with the addition of a number of sporty versions (Clio S and Clio 16V in 1991, and Clio Williams 2.0 16V in 1993), while Clio Baccara (1991) put the model firmly



in the 'big car' class with an equipment specification and appointments that had never previously been seen in the segment, including two-tone leather seats, a walnut burr gear lever knob, a height- and lumbar-adjustable driver's seat, climate control, finger-tip remote audio control and power steering. In 1997, a fleet of some 50 self-service electric Clios was used for the avant-garde Praxitèle programme in Saint-Quentin-en-Yvelines, near Paris. In total, almost four million Clio 1s were made in seven countries.

When the second-generation Clio was introduced in 1998, it took the model's mission to provide customers with "big car attributes" further still. Safety became even more of a reality for all thanks notably to the fitment of ABS and the latest SRP driver and front passenger airbags as standard equipment across the range, as well as lateral airbags and power steering. In 2000, Clio flexed even more muscle when Renault Sport produced Clio 2.0 16V and the 230hp, mid-engined Clio V6 24V!

In 2001, with sales in excess of 1.9 million units to its name, Clio II underwent a significant facelift that corresponded with the introduction of emergency brake assist, seat belt pretensioners and rain/light sensors, as well as the availability of the K9K 1.5 dCi turbo diesel engine with common rail injection.

Clio III was launched in 2005, but Clio II continued to enjoy a successful career badged as Clio Campus. Clio III continued the tradition of breaking new ground when it became the first car in its segment to benefit from a hands-free card and, depending on equipment level, rear parking sensors. In terms of its safety credentials, the newcomer stood quite simply for excellence. Not only was it the first car in its class to secure a five-star Euro NCAP crash test rating, but its braking performance was also exceptional thanks to the fitment of ABS with brake force distribution and emergency brake assist, plus the availability of ESP. This equipment contributed to its winning of the "Car of the Year" award again in 2006, making it the first model to claim the coveted accolade twice!

When Clio Renault Sport was released in 2006, it was unanimously hailed as a truly exceptional hot hatch (Clio 2.0 16V and the 230hp rear-wheel drive, mid-rear engined Clio V6 24V). Then in 2008, an Estate version was added to the line-up to celebrate the model's 18th anniversary. In-dash Carminat TomTom navigation, which provided advance warning of hazardous traffic situations, appeared with the launch of the Phase 2 version, followed soon afterwards by functions like info-traffic and real time weather forecasts which further contributed to journey safety.

Clio IV hit the European market in 2012 and the latest version of the model embodies Renault's new styling identity that seeks to be straightforward, yet warm and sensuous. The newcomer has lost no time in attracting the interest of the motoring public and harvesting its first positive media reviews, while the new Estate and R.S. versions will become available in Europe later this year 2013. The Clio IV will also arrive in Australia in 2013, including the new turbocharged RS 200.



Renault Sport News

Hi and welcome to the sporting side of Renault. 2013 should be a good year for the Renault Enthusiast, with a full year of Formula One as well as many other Overseas and local events to follow. For 2013, I have been thinking that we could arrange some advanced driver training for ROCC members, if there is any interest. I could arrange a day with a local driving school that can be tailored to suit our requirements. It doesn't have to be a full on track day, but an opportunity to sharpen your skills and practice some techniques that just aren't possible on public roads.

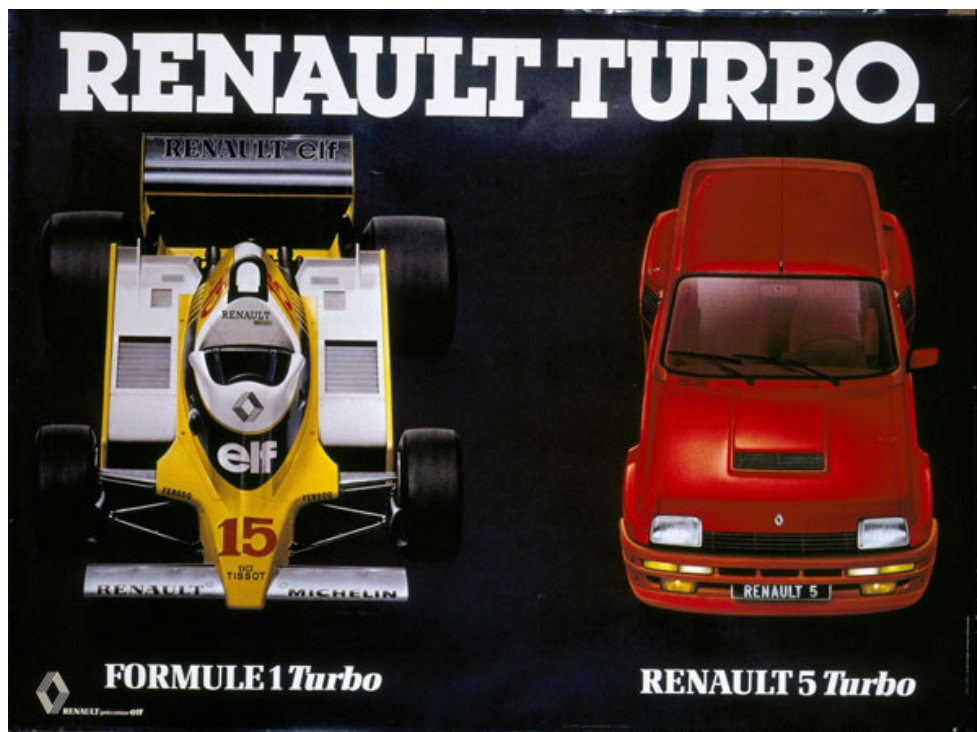
Speaking of track days, I'm intending to do a few "speed off the street" days at Wakefield Park this year, with the first one likely to be in late March or early April. Stay tuned for more detail in the March issue.

Also, if you think you would be interested in doing some advanced driver training, please let me know and I will look into what can be arranged, as there are number of organisations that will do this for individuals and car clubs.

Until then, enjoy reading a little history about the fabulous Renault 5 Turbo, courtesy of Renault Sport Technologies.

The Renault 5 Turbo: An Explosive Little Rally Car

The Renault 5 Turbos and the Renault Maxi 5 Turbos marked their era and shone in rallies in the 80s. A look back at the history of a legend.





Before becoming a rally winner, the Renault 5 Turbo was an ambitious project as it was destined to be a showcase car to galvanize the Renault range, and shine in competition with the help of a turbo engine, a technology already used by Renault in Formula 1. The explosive little R5 Turbo was unveiled at the 1978 Paris Salon. Although it was only a static model it generated enormous interest in the press.



The first prototype driven by Guy Fréquelin made its racing debut in the 1979 Giro d'Italia. It made history by setting its first fastest time on its maiden outing beating tough opposition including the Lancia Stratos and the Porsche 935, but had to retire due to engine failure.

The small team from Dieppe was not discouraged, however. A year after the Giro setback the Renault 5 Turbo in Group 4 trim raced in the 1980 Tour de France Automobile driven by Jean Ragnotti with Jean-Marc Andri  as

co-driver. The two friends almost pulled off a major upset. The car scored its first victory on its fourth outing, the 1981 Monte Carlo Rally, in which Ragnotti-Andri  came home first giving the whole Renault Sport team a well-deserved win.

In 1983, Group B replaced Group 4 and this led to the construction of the most powerful cars ever seen in rallying – and also the most dangerous! Renault's weapon was the R5 Turbo type Tour de Corse that complied with the Group B rules and was homologated in January 1983. It put out 240 bhp at 7000 rpm.

For 1985, Renault Sport brought out the 'maximum' evolution whose cubic capacity had been increased to 1526 cc resulting in a power output of 350 bhp. The Maxi was the ultimate evolution of the Renault 5 Turbo with more power and torque, a major weight reduction to 905 kg, big brakes, more direct steering and new dampers.



The Renault Maxi 5 Turbo, which was quick out of the box, began the 1985 season for what was to be its swan song. After several serious accidents the Federation banned these exceptional Group B cars at the end of 1986. This decision led to the disappearance of the Renault 5 Turbo even though the French company was thinking about designing a super Renault Maxi 5 Turbo Plus with 4-wheel drive!



Creation of an “Alpine Advisory Board”



Within the framework of the reintroduction of the Alpine brand, and in accordance with the wish expressed by Renault’s Chief Operating Officer Carlos Tavares following last November’s announcement of the founding of Société des Automobiles Alpine Caterham, the decision has been taken to create an advisory board (to be known as the ‘Alpine Advisory Board’) which will come under his authority.

The board’s mission will be to advise and assist the senior management of both Renault and Société des Automobiles Alpine Caterham on

matters regarding the brand’s positioning and to monitor the evolution of the brand’s upcoming model from its initial design until its launch. The members of this advisory board have been selected as a function of their respective areas of expertise, personal knowledge and involvement in the history of the brand and its products.

The members of the Alpine Advisory Board are:

- Jean-Charles Rédelé (Renault dealer and son of the brand’s founder, Jean Rédelé)
- Jacques Cheinisse (former sales manager and sporting director of Alpine)
- Jean-Pierre Limondin (former Alpine engineer with special responsibility for the production of Alpine cars under licence)
- Alain Serpaggi (former rally driver and former Alpine test driver)
- Bernard Darniche (one of the Alpine rally team’s famous ‘musketeers’ who helped Alpine win the inaugural World Rally Championship for Manufacturers in 1973)
- Michèle Mouton (Alpine rally driver from 1974 until 1977)
- Hervé Charbonneaux (collector of Alpines and driver of the brand’s cars in Historic races)
- Olivier Lamirault (Renault dealer in Chartres, France, and heavily involved in the marketing of the Alpine adventure as a former Alpine, and a regular driver of Alpines in Historic races)
- Chris Vissher (Renault dealer and Alpine and Renault Sport specialist in Rotterdam, Netherlands)
- Tom Mautner (former Renault and Alpine dealer and collector, Great Britain)

From Renault, the following will also sit on the advisory board in addition to Carlos Tavares:

- Philippe Klein (Executive Vice President, Corporate Planning, Product Planning & Programmes)
- Christian Pouillaude (Brand Director, Renault)
- Bernard Ollivier (CEO, Société des Automobiles Alpine Caterham)
- Jean-Jacques Delaruière (representing Renault Communications, and responsible for the advisory board’s administration)



In principle, the board will meet twice a year and the first meeting will be held in a few weeks' time.

Rallye Monte-Carlo historique: 1-2 success for Alpine



The 2013 edition of the Rallye Monte-Carlo historique (Jan 27-Feb 1st), was the occasion to celebrate the 40th anniversary of the Alpine-Renault 1-2-3, with the participation of 5 berlinettes A110. Behind their wheels, some legends, like the winner of the 1973 rally, or Jean Ragnotti, Jean Vinatier and Alain Serpaggi. Back then, the first place was held by Jean-Claude Andruet and “Biche” (“Doe”), which widely contributed to the winning of the World Rallies Championship by Alpine-Renault in 1973. This year, two Alpines finished in 1st and 2nd places.





The week-long 2013 Rallye Monte-Carlo Historique came to an end in Monaco on Friday, February 1. The 5 Berlinettes entered by Renault Classic all completed the rally, with three of them making it into the top 100 (from 300 entries). Jean-Claude Andruet and 'Biche', winners of the Rallye Monte-Carlo in 1973, finished 24th overall, despite contesting the 'historic' version of the world famous rally for the very first time.

Although it was their maiden attempt at a so-called 'regularity' event, the ever-competitive Andruet was angry with himself at the finish after making a mistake during the Final Night's Turini loop. Even so, at the age of 73, he and his delightful lady co-driver 'Biche' can be proud of their performance.

In addition to the strong showings of the Team Renault Classic cars, other Alpines secured enviable results on the 16th Rallye Monte-Carlo Historique, including a resounding triumph for the brand thanks to outright winners Gérard Brianti/Sébastien Chol (Group 4 Alpine A110 1800) and second-placed Jean-Pierre Coppola/Olivier Sussiot (four-cylinder Alpine A310).

Alpine's one-two finish in the Principality couldn't have been better timed since it comes just months after the announcement of the brand's revival.

The last competitors crossed the finish line at around four o'clock, Friday morning. After a short rest, however, the crews of the five Team Renault Classic cars headed out the same afternoon to La Bollène Vésubie – the village at the foot of the climb to the Col du Turini – to treat media and VIP guests to an unforgettable ride in their respective Berlinettes up to the celebrated mountain pass! Lady co-driver 'Biche' can be proud of their performance.

"The Alpine is the most enjoyable car ever. No other car is this much fun. It's a sheer delight. I hadn't driven an Alpine since the days when I won the Rallye Monte-Carlo, but it felt like an extraordinary toy in the mountains this week. Its efficiency was truly astonishing." - Jean-Claude Andruet.

See video of the event here:

https://www.youtube.com/watch?feature=player_embedded&v=zKOL88bV5Uo

Formula One Update

First race of the year will take place in Melbourne next month. Let's hope the racing is as good as 2012. At the time of preparing this newsletter, testing for the 2013 season has been taking place. The results point to another year of close racing and with the Renault engined teams at the pointy end of the grid. Time will tell.

2013 Formula One Calendar

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

2013 UNVEILINGS

RENAULT SPORT F1

PARTNER-TEAMS













19/02/2013



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
Fuego	Barry McAdie	(02) 6258-4837
	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.

Your classified ad here
E-mail the editor



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



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

Australian Classic car

Monthly

www.ccar.com.au

Shannons

www.shannons.com.au