



ROCC NEWS

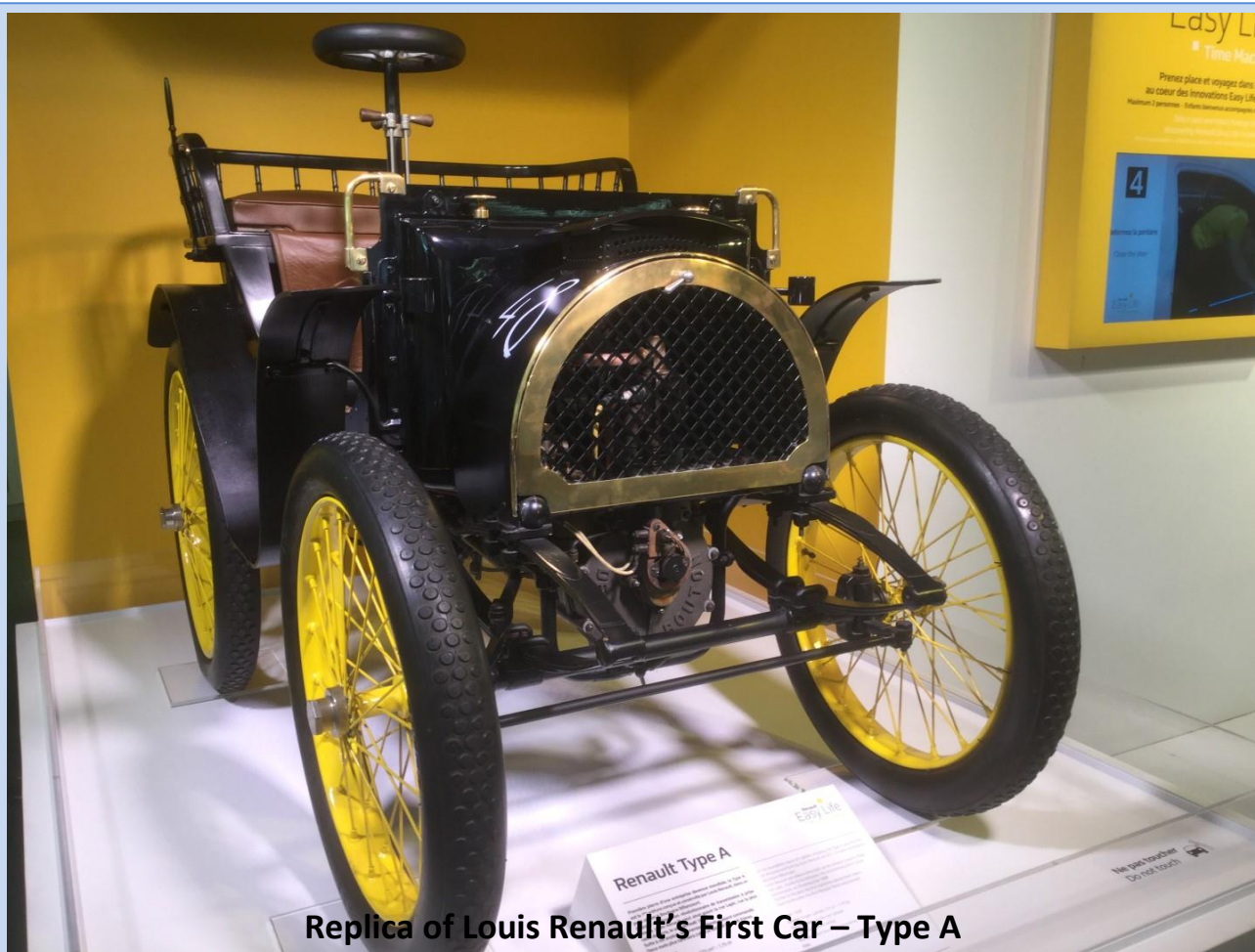
August 2018

Issue Number 358

MONTHLY Newsletter of the Renault Owners' Club of Canberra Incorporated.

1898 – 2018, Celebrating Renault's 120 years.

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Replica of Louis Renault's First Car – Type A

In This Issue

2018 Koleos vs Tiguan Road Test
Barry and L



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The Editor's Bit

Greetings fellow froggy drivers.

Anyway...I get my Megane back from Sydney and it still behaves the same as it did when they took it away. There is still that judder when going at low speeds. Crazy! They told me that they have replaced the shift computer, but I am now not so sure. As I have written earlier; I have driven another Megane, same vintage as mine, and a Capture, with same engine and gearbox, but no judder. It is very obvious there is a lag when the car slows down and remains in 2nd gear. Instead of shifting immediately into 1st gear it remains in second gear and thus judders when you try to accelerate away. Again, given this was a newly purchased car and it is now two years old with the continuing problem, you will understand my frustration. It is definitely the gearbox and its electronic control. It is a German Getrag 6 speed dry clutch. My research has shown that other makes that have this same gearbox have also suffered similar issues.

No more social events for a while as far as car shows go. My R25 is now awaiting some much-needed work on its gearbox and engine.

On a positive note, Lachlan has managed to get his Fuego working again! It runs beautifully and pulls like a truck. He managed to pull away from a commodore on the uri hill, with the commodore even spinning out! Not bad for an 1980's 2.2 litre, non multivalve engine.

Until next time – drive your beloved cars safely and don't hit any roos! They are everywhere. Watch Out!



RENAULT



Drive safely and enjoy your Renault.! - Your friendly editor, Luke

ROCC NEWS

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PRESIDENT'S PAGE

Bon jour Renophiles

As previously mentioned, Leigh McEwan and I are back from a fantastic tour of France, Italy and the Swiss Alps that of course covered car museums and the like as well as various tourist spots. Some more of our adventure is in this newsletter.

So far, we have not heard anything from the Pug Club about options for the future of our club but understand the paper sent to the Pug President, Brad Pillans, on 28 March this year, is still under consideration by its members. Pending hearing from the Pug Club, it might be appropriate now to invite discussions with the Citroen owners to seek their views so we can get moving on this issue. We will discuss further at our next meeting this month.

As I mentioned in the last newsletter, I have sold one of my Fuegos. My Fuego Turbo that I am now using will be put up for sale later this year to make room for my new A110. I already have expressions of interest to buy the Turbo. In the meantime, I am selling off my Fuego spares as well to clean up my garage. I am doing a stocktake and will publish further details on what I have in the next newsletter.

There's some good news on the F1 front with our own Daniel Ricciardo departing Red Bull at the end of the season and driving for the Renault F1 works team next year alongside Hulkenberg. Let's hope they give him a good car to match his talents. It is interesting to note that the Red Bull cars that have Renault motors have Aston Martin advertising on their rear wings. They will be switching to Honda power units next year but these units have not had a good record in the recent past.

I attended the Sydney French Car Day at Silverwater on 15 July and it was a great day with perfect weather and about 170 cars. Mark Christie and John Buckley from our club also attended. Photos are included in this newsletter. Overall prize winner was a nice Peugeot cabriolet. I scored a prize for the best Alpine (my GTA) but then it was the only one there.

*Drive Safely, Barry McAdie -
President ROCC*

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 19/07/2018**

GENERAL MEETING then COMMITTEE then followed by the AGM

ATTENDANCE; Andrew Sadow, Leigh McEwan, Lisa Molvig, Barry McAdie, Luke Drady, Frederick Cook, Paul Jones

APOLOGIES; Chris Forsey Lachlan Drady

MINUTES OF PREVIOUS MEETING; No Meeting in June 2018

CORRESPONDENCE IN; The Hub, Catalogue from PPC restorers, 2x Military Bank statements, 1x Beyond Bank, 2x Shannons catalogues, Aus Gov Not for profit register. Sub from L. Drady and A Sadow. Bill Inkpen electronic renewal, Invoice iiNet \$51.98 2years Web.

CORRESPONDENCE OUT; Limited out going although Lisa has kept members informed of events and club interests.

TREASURER; Currently 19 paid members. Total financial \$9488.74 Made up of \$7060.49 term deposits, \$40 cash and \$2388.25 available across 3 accounts. Outgoing \$51.98 for 2 years of web registration. Income \$430 from Shannons sponsorship of events run by ROCC.

SOCIAL; For more accurate detail see the separate article in this newsletter. Discussion was had regarding ideas for some extra social outings. Battle of Waterloo was held in Queanbeyan and was very cold but had a great turn out of cars over 80 but the Brits won, only just. Tim Overall handed out awards and told stories of his many French cars he had owned. The 2018 French car day in the Hunter has been Cancelled for this year. Next event is 26th August 2:30pm at the "The Baker" (Sutton) aka Sutton Bakery.

NEWSLETTER; Another great read and all at the meeting thanked Luke for his tireless hard work in giving members and excellent read.

TECHNICAL; Fred Cook needs to move an R10 (needs restoration) on. Barrys Fuego turbo is back on the road with full rego and "running very sweetly". Although Lukes 25 is not as "sweet" at present but is improving with every tweak.

WEBSITE; No change but on hold so using Facebook page which is getting lots of interest.

GENERAL BUSINESS; Barry has had a preliminary chat with the Peugeot car club re clubs future, more down the track on this issue. Luke mentioned his 17 was sold to a person in Batemans Bay and the new owner was planning on using it for hill climbs.

MEETING CLOSED; 21:08

NEXT MEETING; 16th August 2018

Next meeting: 19/07/2018

Andrew Sadow

Secretary, ROCC



Social News and Events

French car drives in 2018

Program of French car drives together with Peugeot and Citroen clubs, 4th Sunday of even months:

August 26: Hunter Valley French Car Day will not be on in 2018. Instead we will have afternoon tea at Sutton Bakery, meet there at 2.30pm.

<http://www.suttonbakery.com.au/>

Oct 28: Lunch at Bushranger Hotel, Collector

October 28, French Car Festival, 81 Victory Boulevard, Ashburton, Victoria. See advertisement on following page

Nov 3 - Saturday, 2.30-6pm: Canberra French Car Day, Telopea Park School “La Grande Fete”



Dec 2: Christmas BBQ

Past Local and Interstate Events in 2018:

All French Day, Sydney, 15 July.

The Sydney French Car Day was hosted jointly by the Citroen, Peugeot, Simca and Renault car clubs of NSW on Sunday 15 July 2018, at Silverwater Park. It was attended by Barry McAdie and Mark Christie, Barry says that there were nearly 200 cars on display. Photos elsewhere in newsletter.



French Car Festival

Sunday October 28 2018 at 10 am

81 Victory Boulevard, Ashburton

Jointly organised by

Citroen Car Club of Victoria

Citroen Classic Owners Club of Australia

In association with Peugeot Car Club of Victoria and

Renault Car Club of Victoria

Thankyou - Lisa – Social Secretary



RENAULT



ROCC Meeting Venue - Shannon's Fyshwick

Parking:

Club members should park out the front and walk around to the rear door for access.

Access:

Entry is via the back door to the office which is accessed via a side road which runs behind the building with access off Yallourn Street as per diagram below.

You may use all toilet, kitchenette, and media facilities, we simply ask you leave the dishwasher packed and the area clean and tidy before you leave.

In the club room is a visitors folder, please fill out the next available line in the folder with club details to track your attendance days and times.



2018 Renault Koleos v Volkswagen Tiguan comparison



As the current family favourite in Australia, medium SUVs represent the second-biggest slice of the local new car market – hot on the heels of more affordable (and often fleet-favoured) small cars.

The choice of available models is broad with 19 mainstream models to pick from, but in this instance we've chosen a pair of haulers that can not only live up to the demands of active family life, but do so with a semi-premium Euro twist.

Although the comparison may not be an obvious one at first glance, this pairing of **Renault Koleos** and **Volkswagen Tiguan** fits the bill, although for a somewhat less than obvious reason.

The versions represented here, **Koleos Initiale** and **Tiguan 162TSI Sportline**, may not be a perfect match on features or specification, but they do collide on price. Whereas the Renault is its respective range-topper, the Volkswagen isn't, but it makes up for that with a more powerful engine.

Pricing and specs

Price is what locks these two together in competition, with the [Koleos](#) Initiale priced from \$45,490 before on-road costs and the [Tiguan](#) 162TSI starting at \$45,990 plus on-roads.

Look a little closer, though, and you'll find the fully loaded Koleos can't be optioned with anything additional, whereas the Tiguan Sportline can, including metallic paint for \$700 and a panoramic sunroof for \$2000, both of which were equipped on the car tested here.

That brings the Tiguan up to \$48,690 compared to the Renault, which includes both of the Volkswagen's options as part of its standard equipment list.

Both do share standard features like proximity key with push-button start, LED headlights, autonomous emergency braking, satellite navigation, Apple CarPlay and Android Auto connectivity, rear air vents and heated front seats.

Details start to differ with infotainment systems – Renault uses a larger 8.7-inch portrait display, Volkswagen a smaller 8.0-inch landscape screen. The Koleos, however, is laggy and unintuitive to use with complex and poorly laid out menus. Meanwhile, the Volkswagen uses a much simpler menu structure and is far more responsive to touch inputs.



Renault also wraps seating surfaces in leather and offers front seat ventilation and electric adjustment for driver and front passenger. [Volkswagen](#) uses a combination of cloth and microfibre seat trim and requires you to adjust the seats yourself.

You'll also roll on 19-inch alloys and 225/55 R19 tyres with the Koleos or larger 20-inch alloy wheels shod in 235/45 R20 rubber on the Tiguan, but to help alleviate any potential harsh ride issues, the Sportline includes adaptive dampers, while the Initiale features more conventional fixed dampers.

Drivers also glean vital vehicle info in different ways, with [Renault](#) making use of a TFT instrument display with a choice of available screen layouts, while Volkswagen retains traditional dials for the Sportline, despite offering a TFT display as an option in higher-grade versions.

On the safety front, the Tiguan carries a five-star ANCAP rating stemming from a test under 2016 protocols, while the Koleos has not been tested.

Checking off safety features, as well as autonomous emergency braking, both cars come with electronic stability and traction control, ABS brakes, tyre pressure monitoring, and front seatbelt pretensioners. On the airbag front, the Koleos counts a total of six (front, side, curtain), while the Tiguan adds a driver's knee bag to bring the total to seven.

Model	Renault Koleos	Volkswagen Tiguan
Variant	Initiale	162TSI Sportline
Price	\$45,490	\$45,990
Premium paint	Std	\$700
Screen	8.7-inch	8.0-inch
Sat-nav	Std	Std
Apple CarPlay / Android Auto	Std	Std
Camera	Rear	Rear
USB points	4	3
Speakers	12	8

Model	Renault Koleos	Volkswagen Tiguan
Variant	Initiale	162TSI Sportline
Headlights	LED	LED
Proximity key	Std	Std
Seats	Leather, heated, ventilated	Cloth, heated
Sunroof	Std	Opt
AEB	Std	Std
RCTA	No	Std
Adaptive cruise	No	Std
Blind spot monitoring	Std	Std

Interior

The interior of cars like these is often the ‘make or break’ factor for new car purchasers. How comfy is it inside, how versatile, how roomy? For buyers with young families looking to eke out every ounce of practicality, these things matter.

There's a clear difference between these two inside. Both are roomy, both are comfortable, but only one goes above and beyond the usual details you might expect of a family SUV.

As a shining example of how an interior should be configured, Volkswagen goes down a detailed path with extra little touches like a rear seat that can be slid fore and aft, along with a tilt-adjustable backrest.

You'll also find a three-zone climate-control system with face-level air vents for rear seat passengers to set their own comfort level, USB and 12V outlets to charge devices on the go, and tray tables built into the rear of the front seats.



Above and in all sets: Koleos top, Tiguan bottom

The seats themselves can be folded from within the boot for added convenience, while inside the boot there are tie-down points, side storage trays, a dual-height boot floor and bag hooks, all accessed via a powered tailgate.

By comparison, the Koleos looks to come up a little short. The rear seats don't tilt or slide – they can be folded, of course, but there's no release within the boot.

Rear seat passengers do have access to face-level ventilation plus 12V and USB power outlets, but there's no third climate zone for the rear, no tray tables and no auto up-down windows in the rear (whereas the Volkswagen has them on all four doors).

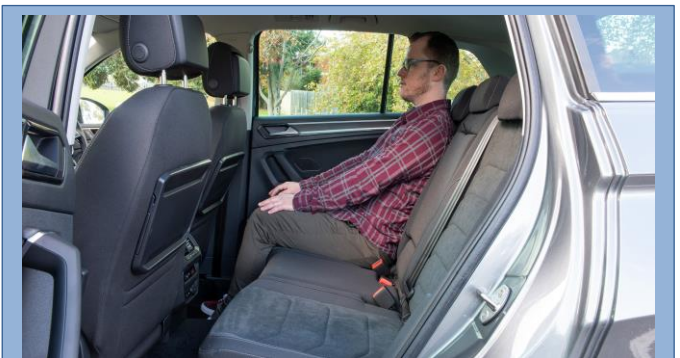
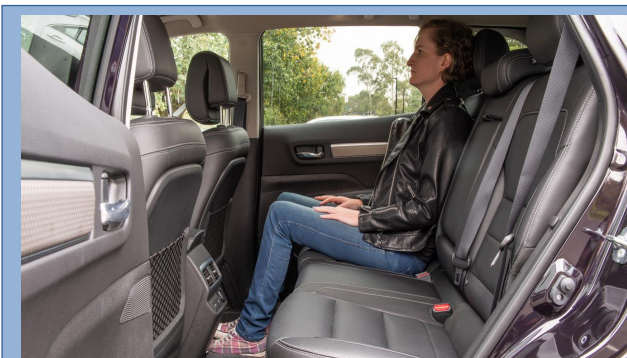
Further back, while the Koleos also features a powered tailgate, it lacks the same deep side storage locators and dual-layer boot floor as the Tiguan. The boot floor is also higher, with a load lip that will take some extra lifting to overcome, and there's only one bag hook too, which isn't as easy to access.



In a side-by-side load-up, you'll find the 458L boot of the Koleos able to deal with most day-to-day items. The Volkswagen is a little more crafty in its description of boot volume claiming 615L, but only with the rear seat pushed to its front-most position. Actual dimensions between the two are much, much closer with the Tiguan's rear bench slid back.

Up front, there's no shortage of available space. The driver of the Koleos can get set in place with the convenience of a powered seat, but the addition of ventilated front seats in the Initiale will mean the most to Aussie buyers in hot climates.

In the rear, extra adjustability gives the Tiguan an edge, though the rear seat of the Koleos is no bad place to perch. Growing teens will have plenty of room to stretch out without complaint, and both rear seats are appropriately proportioned to carry full-framed adults.



As for interior ambience, there's no shortage of high-quality plastics and soft touch surfaces in the Tiguan, but with leather trim and LED ambient lighting, the Koleos feels more luxe.

Unfortunately, with its optional panoramic roof, the Sportline only gets a partial blackout sunblind, which won't provide much comfort in the heat of summer. The Koleos at least uses an opaque blind that is far more useful.

Volkswagen edges out Renault when it comes to smaller storage details. There are additional small storage options around the cabin like a dash-top bin and a driver's side glovebox. Both feature a handy slot in the the centre stack and a lidded centre console cupholder bay.

If you're a door-storer, Volkswagen pulls ahead again with larger bins in all four doors, including a felted liner that helps keep rattle and clank from bottles and loose items to a minimum.

Model	Renault Koleos	Volkswagen Tiguan
Variant	Initiale	162TSI Sportline
Length	4672mm	4486mm
Width	2063mm	1839mm
Height	1678mm	1658mm
Wheelbase	2705mm	2681mm
Cargo space	458L/1690L	615L/1655L
Weight	1608kg kerb	1637kg tare
Towing capacity, braked	2000kg	2500kg
Towing capacity, unbraked	750kg	750kg

Drivetrain

If the interiors of the Koleos and Tiguan draw a line between the two, the broadly different powertrains create two distinct solutions.

While both engines are petrol-powered four-cylinders, and both cars get their power to the ground via all-wheel-drive systems, that's almost where the similarities end.

Despite wearing Renault badges, the Koleos's engineering comes via alliance partner, Nissan, meaning the same engine and transmission as you'll find in a [Nissan X-Trail](#). Though it may not be glamorous, it is at least proven.

As a result, you get a 2.5-litre naturally aspirated petrol engine that produces 126kW at 6000rpm and 226Nm at 4400rpm, fuelled by 91-octane (regular) petrol and delivered via a CVT automatic.

In the Volkswagen camp, the Tiguan uses a turbocharged 2.0-litre four-cylinder that is both more powerful with 162kW at 6200rpm, but also produces far more torque with 350Nm available from as low as 1500rpm up to 4400rpm. The downside, though, is that the Tiguan suggests premium unleaded, accepting only 95 as a minimum.

Volkswagen's dual-clutch (or DSG) automatic is the sole transmission available with the 162TSI engine, and the Tiguan's all-wheel-drive system is supplemented by a drive-mode dial that incorporates tailored off-road modes, though it isn't a full low-range 4x4 system.

The different drivetrain approaches give the Renault a slightly softer feel. Acceleration isn't as eager, and with the slurring of continuously adjusting transmission ratios rather than actual gear changes, the transmission is as smooth as you'll find, though never fully alert or responsive. Conversely, the Tiguan (and its extra torque) feels

much more lively. After a moment of initial hesitation from standstill, the Tiguan clearly feels more powerful and the DSG auto is well calibrated with smooth, ultra-fast gear changes.

Officially, the Koleos accelerates from 0–100km/h in 9.8 seconds compared to a much more spritely 6.5 seconds for the Tiguan. The Tiguan also has a more authoritative mid-range for rolling acceleration, which makes overtaking a less nerve-wracking affair.



Disappointingly, neither of this pair was able to deliver the kind of slow-speed smoothness that mostly urban, family-focussed cars arguably should. In the Tiguan's case, the car jolts into forward or reverse motion, making it difficult to place accurately when parking, while the Koleos doesn't respond to light pedal pressure very well, before eventually surging off the line – far from ideal in tight parking spaces.

Crawling through slower traffic is another Tiguan strong suit, where constant throttle pressure results in a corresponding constant speed. Try the same in the Koleos, however, and the automatic will try to account for small changes in gradient, or tiny adjustments in throttle, by altering the transmission ratio constantly. As a result, it's almost impossible to hold the Koleos at a constant speed – an effect that's amplified at lower speeds. It's a good thing then that both cars come with a speed limiter and cruise control, with the Tiguan also picking up adaptive cruise as standard.

Model	Renault Koleos	Volkswagen Tiguan
Variant	Initiale	162TSI Sportline
Engine	2.5-litre petrol	2.0-litre turbo petrol
Outputs	126kW/226Nm	162kW/350Nm
Fuel consumption	8.3L/100km	8.1L/100km
Fuel type	91RON	95RON
Transmission	CVT	7-speed DSG
Drive	AWD	AWD

Ride and handling

French cars have something of a reputation for being softer and smoother than those from Germany, which often tend to ride more firmly. Though the Koleos isn't strictly French (of course, Renault is, but the Koleos is produced in South Korea and based on Japanese underpinnings), it maintains that tradition.

Mainstream medium SUVs aren't ever going to deliver driving thrills, nor should they, so it's good to see that Renault has opted for the comfort route on the Koleos's suspension.

Over bump-strewn city streets and patchy highway repairs, the Koleos remains calm and comfortable. There's a little rocking through the cabin on small-to mid hits, but nothing untoward.

You will notice the trade-off at the first set of sweeping bends, where the Koleos is less eager to indulge in corners, leaning more and requiring a slower, more measured approach.



The Volkswagen, on the other hand, feels firmer in every situation. The ride certainly isn't rough, but each bump and dip encountered by the Tiguan is followed more closely with the effect felt in the cabin as more jostling and a slightly busier ride.

Volkswagen also includes adaptive chassis control, which allows the dampers to be switched to a slightly firmer setting for sporty driving. The difference between normal and sport modes isn't huge, and the system's adaptive functionality allows it to make changes based on driving data as it goes. Those who venture beyond purely urban environments can rest safely in the knowledge the Renault carries a full-size spare, compared to the Tiguan and its limited-range space-saver.

For owners who might still enjoy a more upbeat weekend drive, the Tiguan gets the tick of approval with tidy handling and more involved steering. It's far from outright sporty in the way it drives, but is quicker to respond and feels tighter in its control. Coupled with the engine's more accessible performance, the Tiguan helps drivers feel more like they're behind the wheel of a wagon rather than a traditional SUV. The more ponderous Koleos is definitely more closely aligned to traditional SUV attributes.

Ownership costs

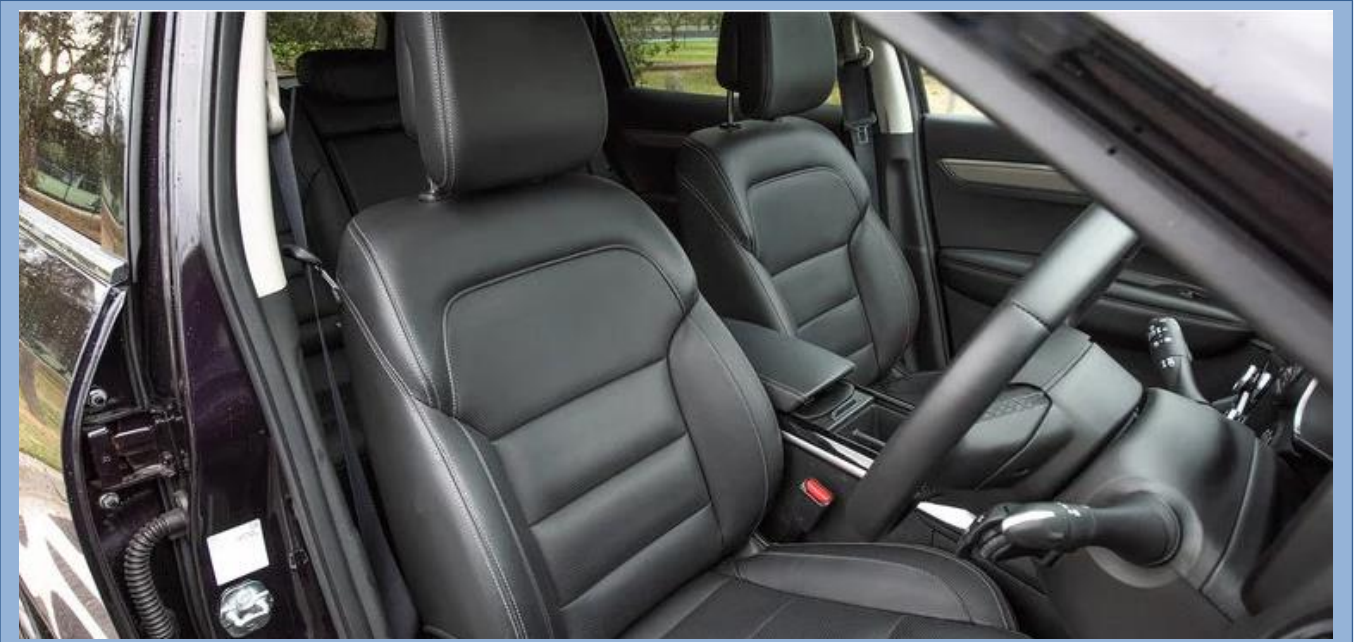
Starting with warranty, the Tiguan carries a three-year/unlimited-kilometre warranty, whereas the Koleos offers the extra protection of a five-year/unlimited-kilometre factory warranty.

Service costs divide the pair even further. Both offer capped-price servicing as a means of offering clarity on future ownership costs. The Koleos requires three \$349 services over the first three years, plus an air and pollen filter at an extra cost of \$52 and \$36 respectively for a total cost of \$1135.

Volkswagen's services are all-inclusive, but costs are higher at \$426, \$622, and \$664 for the first three visits, bringing the three-year total to \$1712. Volkswagen sets intervals at 12 months or 15,000km, whereas the Koleos can go 12 months or up to 30,000km between service centre visits.

On the fuel consumption front, the two are much closer together when it comes to official claims. Volkswagen claims 8.1L/100km and Renault is only a fraction off the pace at 8.3L/100km.

To put those claims to the test, we devised a short 53km test route – part freeway, part grinding stop-start – and drove the two back-to-back with slightly surprising results. The Koleos settled on 7.7L/100km, but the Tiguan drank 8.4L/100km despite also being equipped with an idle-stop system to save fuel when stationary.



VERDICT

On versatility and flexibility alone, the Tiguan 162TSI Sportline wins this battle. Everything from sliding rear seats to extra dash storage and more user-friendly boot come together to make the Volkswagen a perfect fit for active growing families.

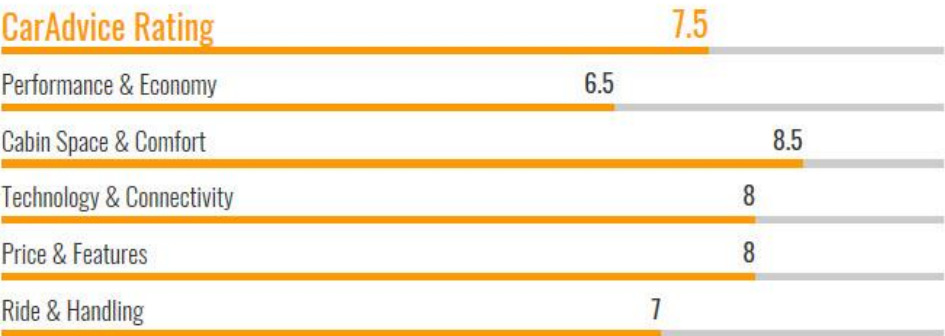
The added cost of ownership tarnishes that shine a little, though as neither of these is exactly cut-price transport in the first place, it’s fair to assume many families will have the means to cover the difference.

While the Koleos is the softer, plusher, and more premium-looking of the pair (certainly an attractive set of attributes in themselves), the Tiguan pips it by being a better all-rounder.

Although the Tiguan Sportline may fall slightly short on standard equipment, it’s more than possible to live without any of those missing items. Leather trim and ventilated seats are certainly nice luxuries to have, but three-zone climate and rear tray tables are sure to have more useful applications for Aussie families.

The more responsive driving dynamics and performance, much easier to use infotainment system, and cleverly configured interior mean Volkswagen understands the multitude of ways families might want to interact with their car, and has created a medium SUV to meet those needs.

RENAULT KOLEOS BREAKDOWN



VOLKSWAGEN TIGUAN BREAKDOWN



Renault-Nissan-Mitsubishi Alliance Opens Joint Warehouse In Australia



The Renault-Nissan-Mitsubishi Alliance [was the largest automaker in the world in 2017](#), selling more than 10.6 million vehicles, and it is working hard to keep its crown for 2018. When you have that many cars on the road (and that many vehicles being built), you need to have quick access to parts and accessories to keep them running. To keep dealerships and company facilities well-stocked and as efficient as possible, [the Renault-Nissan-Mitsubishi Alliance opened a huge](#) joint warehouse operation in Australia, the first of its kind.

[Vehicles in the Renault-Nissan-Mitsubishi Alliance](#) often share technologies and engineering styles, which cuts down on research and manufacturing costs across the board. However, this huge 37,000-square-meter facility near Melbourne is the first warehouse that has been shared between all three companies in the partnership. It is placed between the sea container port of Melbourne and all of the major interstate roads to ensure that any shipments are on their way as fast as possible. Considering how big the Renault-Nissan-Mitsubishi Alliance is on sharing, it's surprising that this is the first joint parts and accessories facility. According to the companies, they hope that combining forces will lead to higher efficiency and accuracy, as well as enhance service to the dealers on the continent.

Once it is fully up and running, the Alliance estimates that the warehouse will hold more than 90,000 different parts. It will also handle more than 2,500 incoming parts a day arriving by sea, air, and land while operating around the clock. Dealerships in Australia will be happy to know that it is also planning on offering same-day service for 8,500 parts to dealerships.

If this warehouse is the success that the Alliance hopes it is, we'll see if there will be even more joint ventures in the future that will make the Renault-Nissan-Mitsubishi Alliance more productive than ever. **ARTICLE:** www.drive.com.au

Visit to France – Part 2 by Barry McAdie



Leigh Mc Ewan and I joined other Renault enthusiasts, mainly from Queensland, on a tour of France, Italy and the Swiss Alps over the period 11 June to 4 July 2018. The tour was very well organised and was “full on” almost every day with plenty of activities to keep us entertained.

First stop for me was Paris on 11 to 13 June at the Alpine dealership in Bolonge- Billancourt to test drive the new Alpine A110 on 12 June. After the test drive, I walked around Billancourt and a Leigh accompanied me when we did the walk again prior to our departure from a Paris on 4 July.

We saw I’ll Seguin where the Renault factory was originally located. Half of the island has been developed to accommodate Music En Seine and the other half is still to be developed into an open air space with recreation facilities. The area opposite also was part of the factory but is now high rise apartments. We could see Pont Renault which provided access to the factory but the area was closed off with high fencing.

However, we were able to take photos of the original Renault entrance and grate way as well as the headquarters in the distance. I understand that Louis Renault’s original workshop, where he built his first car, is located nearby but we were unable to see it amongst the trees. Presumably, it will be

retained. Google maps appear to show the shed is still there. It is evident that the original gateway and entrance were being shored up with scaffolding probably to preserve them as part of the new development. The construction signs indicate that the site is to be redeveloped to accommodate a cultural centre, hotel, restaurants, offices, businesses and a cinema complex.



We were unable to visit the family home at rue des Abondances in Bolonge- Billancourt which did house the Renault museum. We were advised by the Alpine dealership that it was now not open to the public and that the museum pieces on Louis Renault had been moved elsewhere, probably to the site of the Renault Collection which we could not also visit. Unfortunately, we were unable to visit the Alpine factory at Dieppe as we were advised it is too busy ramping up production of the new A110 and the visitor reception facilities would not be ready for another 3 months.

Perhaps we need to make a return visit next year!!!

After our visit to Billancourt, we went into Paris and called into the Renault shop on the Champs Élysées. Lo and behold, there was a replica of Louis Renault's first car- the Type A- on display.

Photos – Barry McAdie - More photos on next page.





Sydney French Car Day - 2018





RENAULT SPARES IN AUSTRALIA by CLUB

At the November 2017 ROCC meeting we discussed adding a section to our newsletter with a list of members who have Renault spare parts to sell or share.

Anyone member who would like to be added to the list below, just supply your contact details and list of Renault models for which you have parts to sell or share, to the editor (karenluke@grapevine.com.au)

R10 parts

Contact - Fred Cook - 0419 571 795 Wrecking Renault 10 - Renault 10; 4 doors, some panels, all glass, suspension parts, fuel tank, motor (dilapidated); gear box (promised to another inquirer). (token charges for parts)

Complete Renault 10 - requires body work, interior furniture - free to a good home, as is where is.

R12 parts,

Contact Lisa Molvig: reno1338@hotmail.com - many and varied, available to ROCC members for free.

Contact Mark Christie: Ph: 0414382391 - Email: mjc407@gmail.com - R12 parts, not cars but assorted parts.

Contact Paul Ballard, Cootamundra, westkinloch@draqnet.com.au - R12 parts, limited range.

Fuego Parts

Contact Barry McAdie: Bardot@homemail.com.au - Fuego parts, assorted.

Contact Mark Christie: Ph: 0414382391 - Email: mjc407@gmail.com - a lot of Fuego parts as I am Stripping the two I have. Some new bits also.

Renault R17/15 Parts

Contact Luke Drady: karenluke@grapevine.com.au – body parts and other various bits and pieces

R25

Contact Mark Christie: Ph: 0414382391 - Email: mjc407@gmail.com - I have 2 R25 vehicles I am going to dismantle. I have 84 - 89 R25 parts, some new parts also.

Contact Luke Drady: karenluke@grapevine.com.au – some R25 GTX parts

Various

Contact Mark Christie: Ph: 0414382391 - Email: mjc407@gmail.com - R21 sedan 1990 auto plus an arrange of parts.

A 02 Citroen C5 V6 Auto I am dismantling, a lot of items already sold.

Peugeot 405 SRDT, and 92 Ser 2 505 GTi Familiar auto and a lovely 99 406 SV wagon 3lt auto.

Ricciardo signing shows how serious Renault are



Nico Hulkenberg reckons Renault's decision to sign Daniel Ricciardo shows "how serious" the Formula 1 team is.

Last week Ricciardo shocked the F1 fraternity when it was announced that he would be joining Renault next season.

The Aussie was expected to re-sign with Red Bull but instead opted to switch to their soon-to-be-ex engine partner.

Renault confirmed he would partner Hulkenberg during the 2019 championship.

The German believes it is a step in the right direction for Renault.

He told Bild: "Daniel is a great driver and a man who can do everything.

"I do not have to hide from the challenge that awaits me, but for me, having such a great team-mate is only positive.

"It also shows how serious Renault is, if you're one of the drivers to get the top three in."

Red Bull have yet to announce who will replace Ricciardo with Carlos Sainz heading the list.

However, reports claim Max Verstappen isn't keen on the Spaniard given their past tense relationship during their time at Toro Rosso.

As such the smart money is on Pierre Gasly, who has impressed during his time with Toro Rosso.

ARTICLE: www.planetf1.com



RENAULT SPORT
FORMULA ONE™ TEAM

2018 Formula One World Championship Calendar

Round	Grand Prix	Circuit	Date
1	Australian Grand Prix	 Melbourne Grand Prix Circuit, Melbourne	25 March
2	Bahrain Grand Prix	 Bahrain International Circuit, Sakhir	8 April
3	Chinese Grand Prix	 Shanghai International Circuit, Shanghai	15 April
4	Azerbaijan Grand Prix	 Baku City Circuit, Baku	29 April
5	Spanish Grand Prix	 Circuit de Barcelona-Catalunya, Barcelona	13 May
6	Monaco Grand Prix	 Circuit de Monaco, Monte Carlo	27 May
7	Canadian Grand Prix	 Circuit Gilles Villeneuve, Montreal	10 June
8	French Grand Prix	 Circuit Paul Ricard, Le Castellet	24 June
9	Austrian Grand Prix	 Red Bull Ring, Spielberg	1 July
10	British Grand Prix	 Silverstone Circuit, Silverstone	8 July
11	German Grand Prix	 Hockenheimring, Hockenheim	22 July
12	Hungarian Grand Prix	 Hungaroring, Budapest	29 July
13	Belgian Grand Prix	 Circuit de Spa-Francorchamps, Stavelot	26 August
14	Italian Grand Prix	 Autodromo Nazionale Monza, Monza	2 September
15	Singapore Grand Prix	 Marina Bay Street Circuit, Singapore	16 September
16	Russian Grand Prix	 Sochi Autodrom, Sochi	30 September
17	Japanese Grand Prix	 Suzuka International Racing Course, Suzuka	7 October
18	United States Grand Prix	 Circuit of the Americas, Austin, Texas ^[N 2]	21 October
19	Mexican Grand Prix	 Autódromo Hermanos Rodríguez, Mexico City	28 October
20	Brazilian Grand Prix	 Autódromo José Carlos Pace, São Paulo	11 November
21	Abu Dhabi Grand Prix	 Yas Marina Circuit, Abu Dhabi	25 November



RENAULT
SPORT F1

German Grand Prix – 22nd July 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	67	1:32:29.845	25
2	77	Valtteri Bottas	MERCEDES	67	+4.535s	18
3	7	Kimi Räikkönen	FERRARI	67	+6.732s	15
4	33	Max Verstappen	RED BULL RACING TAG HEUER	67	+7.654s	12
5	27	Nico Hulkenberg	RENAULT	67	+26.609s	10
6	8	Romain Grosjean	HAAS FERRARI	67	+28.871s	8
7	11	Sergio Perez	FORCE INDIA MERCEDES	67	+30.556s	6
8	31	Esteban Ocon	FORCE INDIA MERCEDES	67	+31.750s	4
9	9	Marcus Ericsson	SAUBER FERRARI	67	+32.362s	2
10	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	67	+34.197s	1
11	20	Kevin Magnussen	HAAS FERRARI	67	+34.919s	0
12	55	Carlos Sainz	RENAULT	67	+43.069s	0
13	2	Stoffel Vandoorne	MCLAREN RENAULT	67	+46.617s	0
14	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	66	+1 lap	0
15	16	Charles Leclerc	SAUBER FERRARI	66	+1 lap	0
16	14	Fernando Alonso	MCLAREN RENAULT	65	DNF	0
NC	18	Lance Stroll	WILLIAMS MERCEDES	53	DNF	0
NC	5	Sebastian Vettel	FERRARI	51	DNF	0
NC	35	Sergey Sirotkin	WILLIAMS MERCEDES	51	DNF	0
NC	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	27	DNF	0

Note - Sainz finished the race in 10th place but received a 10-second time penalty for overtaking under Safety Car conditions

Hungarian Grand Prix - 29 July 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	70	1:37:16.427	25
2	5	Sebastian Vettel	FERRARI	70	+17.123s	18
3	7	Kimi Räikkönen	FERRARI	70	+20.101s	15
4	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	70	+46.419s	12
5	77	Valtteri Bottas	MERCEDES	70	+60.000s	10
6	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	70	+73.273s	8
7	20	Kevin Magnussen	HAAS FERRARI	69	+1 lap	6
8	14	Fernando Alonso	MCLAREN RENAULT	69	+1 lap	4
9	55	Carlos Sainz	RENAULT	69	+1 lap	2
10	8	Romain Grosjean	HAAS FERRARI	69	+1 lap	1
11	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	69	+1 lap	0
12	27	Nico Hulkenberg	RENAULT	69	+1 lap	0
13	31	Esteban Ocon	FORCE INDIA MERCEDES	69	+1 lap	0
14	11	Sergio Perez	FORCE INDIA MERCEDES	69	+1 lap	0
15	9	Marcus Ericsson	SAUBER FERRARI	68	+2 laps	0
16	35	Sergey Sirotkin	WILLIAMS MERCEDES	68	+2 laps	0
17	18	Lance Stroll	WILLIAMS MERCEDES	68	+2 laps	0
NC	2	Stoffel Vandoorne	MCLAREN RENAULT	49	DNF	0
NC	33	Max Verstappen	RED BULL RACING TAG HEUER	5	DNF	0
NC	16	Charles Leclerc	SAUBER FERRARI	0	DNF	0

Bottas received a 10-second time penalty for causing a collision with Ricciardo

2018 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	213
2	Sebastian Vettel	GER	FERRARI	189
3	Kimi Räikkönen	FIN	FERRARI	146
4	Valtteri Bottas	FIN	MERCEDES	132
5	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	118
6	Max Verstappen	NED	RED BULL RACING TAG HEUER	105
7	Nico Hulkenberg	GER	RENAULT	52
8	Kevin Magnussen	DEN	HAAS FERRARI	45
9	Fernando Alonso	ESP	MCLAREN RENAULT	44
10	Sergio Perez	MEX	FORCE INDIA MERCEDES	30
11	Carlos Sainz	ESP	RENAULT	30
12	Esteban Ocon	FRA	FORCE INDIA MERCEDES	29
13	Pierre Gasly	FRA	SCUDERIA TORO ROSSO HONDA	26
14	Romain Grosjean	FRA	HAAS FERRARI	21
15	Charles Leclerc	MON	SAUBER FERRARI	13
16	Stoffel Vandoorne	BEL	MCLAREN RENAULT	8
17	Marcus Ericsson	SWE	SAUBER FERRARI	5
18	Lance Stroll	CAN	WILLIAMS MERCEDES	4
19	Brendon Hartley	NZL	SCUDERIA TORO ROSSO HONDA	2
20	Sergey Sirotkin	RUS	WILLIAMS MERCEDES	0

2018 CONSTRUCTORS

POS	TEAM	PTS
1	MERCEDES	345
2	FERRARI	335
3	RED BULL RACING TAG HEUER	223
4	RENAULT	82
5	HAAS FERRARI	66
6	FORCE INDIA MERCEDES	59
7	MCLAREN RENAULT	52
8	SCUDERIA TORO ROSSO HONDA	28
9	SAUBER FERRARI	18
10	WILLIAMS MERCEDES	4

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



Renault presents the 5-door Le Car.

The best selling car in Europe just got better.

The surprising little Le Car got better the only way Europe's number one car could get better. By adding two more doors. So now, along with its 2-door, Le Car has a 4-door sedan, too. Both with a wide-opening hatchback.

It may surprise you that we could even fit two more doors on our little Le Car. But then, Le Car is full of surprises.

Le Car has ample leg and head room, and an uncommonly smooth ride. Surprised? Well, Renault was designing cars around *people* before Ford or General Motors even began putting pistons in an engine block.

With its rack-and-pinion steering, Michelin radials, independent four-wheel suspension, and front-wheel drive traction, Le Car is surprisingly quick and maneuverable.

And the peppy 5-door Le Car squeezes out every pint of every gallon with the same fuel-efficient* miserliness as the 3-door.

39 HWY* **29** EST
EST MPG

Surprise! Renault has made more front-wheel drive cars than anyone else in the world. Over 18 million, in fact. Renault has quite a surprising world racing record, too.

Including wins at Le Mans, on the Grand Prix circuit, and in the World Rally Championship. That's world class technology at work.

The final surprise is also the biggest. Le Car has more dealers than any other

European import in America. Over 1300 Renault and American Motors dealers are making service a pleasure.

So if you like pleasant surprises, you'll love Le Car.

*Use EPA estimates for comparison only. Actual mileage may vary. Highway mileage probably lower. California higher.



RENAULT

Over 1300 Dealers



AMERICAN MOTORS



RENAULT CARAVELLE

Enfin! A hard-top convertible that really converts. / The easily detachable hard-top on the Caravelle shown here can quickly be replaced by a recessed soft-top. Talk about having your cake. / Also available as a permanent hard-top coupe; and as a permanent soft-top convertible. / Interiors are richly detailed; the choice of six exterior colors includes unusual metalized undertones. Sure-footed Renault rear-engine performance. / Call it sexy. Call it jazzy. Call it ineluctable. But plan to stop by your nearest Renault dealer. Bet you find out all over again how it feels to fall in love with a car.

FOR FREE BROCHURE, SEE YOUR DEALER OR WRITE TO RENAULT, INC., 750 THIRD AVENUE, NEW YORK 17, N. Y.

the
Convertible
Convertible



Un atleta con traje de calle



100 metros-vallas



Dura prueba de resistencia para un parachoques de políster armado-exclusivo en coches de esta categoría: romper 10 vallas de madera de 1 cm. de espesor a lo largo de 100 metros, a 90 km/h. Ni un rasguño.

100 metros-lisos



Los motores Renault 5 demuestran su capacidad en los "100 metros-lanzado": TL (44 CV y 956 cm³) en 2,65 segundos; GTL (50 CV y 1.037 cm³) en 2,6 segundos; TS (64 CV y 1.289 cm³) en 2,39 segundos. Tres buenos sprinters.

100 metros-baches



Su suspensión por barras de torsión fue capaz de superar la prueba sin pérdida de control: recorrer, a 100 km/h., 100 metros de pista con baches de hasta 10 centímetros de recorrido vertical.

Síalom



La sorprendente estabilidad del Renault 5 es puesta a prueba en un síalom de 11 virajes de 45 grados, tomados a más de 50 km/h. El sistema de suspensión y la precisa dirección de cremallera, salvaron con limpieza la prueba.

Exteriormente tiene un aire juvenil y deportivo. Pero la flexibilidad y rapidez de sus movimientos, su inesperada robustez y potencia revelan otra personalidad: la del atleta capaz de cualquier esfuerzo. Así es el Renault 5; amable y tranquilo en la calle, día a día.

Imbatible cuando se le pone a prueba. Un verdadero atleta con traje de calle.

RENAULT 5
Hecho para triunfar

Thank Heaven for little cars!



Thank Heaven for Performance: With front-wheel drive, four-speed transmission, front disc brakes, rack-and-pinion steering, all independent suspension and Michelin steel-belted XX radials, this happy little car hits a top speed of 87 mph. Easy!

Thank Heaven for Mileage: 40 mpg on the highway, 28 mpg in the city, all on regular gas (1976 EPA figures; your mileage may vary).

Thank Heaven for Comfort: This may be the most comfortable small car ever introduced! Torsion-bar suspension coupled with the longest possible wheelbase and an interior designed from the driver out give the Renault 5 the kind of ride you'd expect in a car twice its size!

Thank Heaven for Room: Engine and components are ingeniously positioned so most of the space between

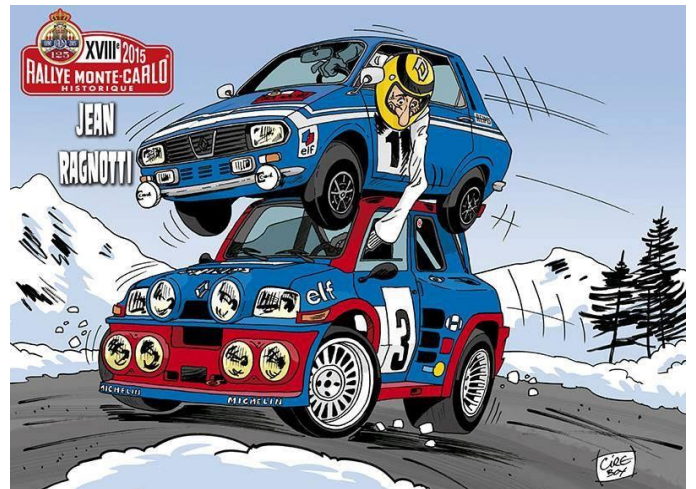
the bumpers is given to passengers and possessions. With rear seat folded, you get 31.5 cu. ft. of cargo space. And our hatchback door goes from the roof all the way down to the bumper for incredibly easy loading!

Thank Heaven for Renault Five: From \$3295* for the 5 TL and \$3627* for the 5 GTL (illustrated). Call 800-831-1814 for your nearest Renault dealer (in N.J. call collect 201-861-6000) and come drive a Five! *U.S. East Coast. Price excludes transportation, dealer preparation and taxes, title, tag, license, transfer and local inspection (required in some areas). Excludes a 1.5 delivery after May 1.



The New **RENAULT 5**

*The incredible little car
a million Europeans drive!*



Parts of France

Ken, formerly of Caravelle Imports, has come out of retirement to start a new business called Parts Of France. Contact ken_partsoffrance@bigpond.com for new parts for your French car.

<https://www.facebook.com/partsoffrance/>

[Parts Of France Pty Ltd - Home](#) | [Facebook](#)

ROCC Technical Help

| 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
Floride	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
R15TS/17TS	Luke Drady	(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

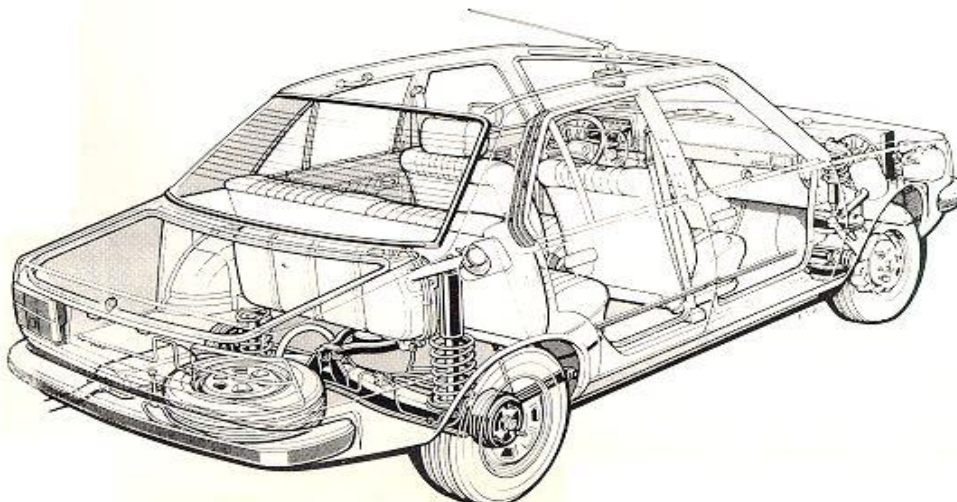
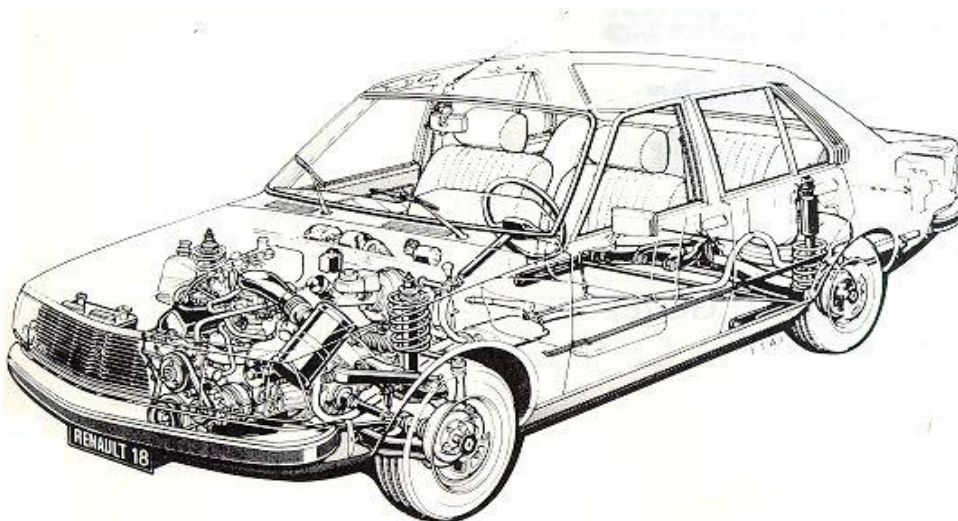
(Available to Financial Members only.)

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 1994 (W) or 62885751 (h) or 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 centering 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.

1. Wrecking Renault 10

Renault 10; 4 doors, some panels, all glass, suspension parts, fuel tank, motor (dilapidated); gear box (promised to another inquirer).
(token charges for parts)

2. Complete Renault 10

requires body work, interior furniture - free to a good home, as is where is.
Fred Cook - 0419 571 795

Various Renault Parts For Sale

I have a lot of Fuego parts as I am Stripping the two I have. Some new bits also.
A 02 Citroen C5 V6 Auto I am dismantling, a lot of items already sold.
I have 2 R25 vehicles I am going to dismantle.
I have 84 - 89 R25 parts, some new parts also.
R12 parts, not cars but assorted parts.
Also I have 3 R19's cars plus a lot of spares.
R21 sedan 1990 auto plus an arrange of parts.
Peugeot 405 SRDT, and 92 Ser 2 505 GTi Familiar auto and a lovely 99 406 SV wagon 3lt auto.

ALL for sale as is (with list of required repairs) or completed time given.

I need the room and money for my Baccara and Dauphine, R10, Holden HQ 1 tonner, Mini and Dacia t/top projects.
Photos can be provided.

Renault 25 GTX FOR SALE
Purchaser must be ENTHUSIAST
VEHICLE ON FULL REG until APRIL 2018

THEN BECOMES ELIGIBLE FOR HISTORIC REGO

The last repair sheet, and some photos

Asking Price is \$5,000 neg

First imported from NZ for 1988 motor show the registered to LNC imports/ Director on sold to French Consulate, sold to private owner Canberra, Became mine from Canberra 2010 from a deceased mate and re-registered in NSW 2011

Sold to present OWNER 2014 as I purchased The 25 V6 Baccara
The last repair sheet, and some photos attached

Regards Mark – Ph: 0414382391 – email: mjc407@gmail.com



MAJOR SERVICE

DRAIN AND REFILL ENGINE, REPLACE OIL, AIR, FUEL FILTERS AND DRAIN PLUG GASKET
 REPLACE SPARK PLUGS, ROCKER COVER OIL CAP, OVERHAUL DISTRIBUTOR SEALS
 REPLACE DISTRIBUTOR CAP, REPLACE CAMSHAFT, AUXILLARY SHAFT AND CRANKSHAFT
 SEALS, CAM BELT AND WATER PUMP, THEMOSTAT AND SEAL, AIR CONDITION, ALTERNATOR
 AND POWER STEERING BELTS, REPLACE RADIATOR ASSEMBLY, TOP, BOTTOM, BYPASS
 AND HEATER CONNECTION HOSES, FLUSH AND REFILL COOLING SYSTEM AND ADD COOLANT
 REMOVE TRANSMISSION PAN AND FILTER, CLEAN, INSPECT AND REFILL SYSTEM
 REPLACE FAULTY VACUUM MODULATOR, REPLACE L/H TRANSMISSION MOUNT
 REPLACE REAR SWAY BAR LINK BUSHES, AND REAR EXHAUST MOUNT
 REPLACE FAULTY VACUUM BRAKE BOOSTER ASSEMBLY, INSPECT BRAKES AND REPLACE
 FRONT BRAKE PADS AND CHANGE BRAKE FLUID, DRAIN AND REFILL POWER STEERING
 REMOVE AND FIT RECONDITIONED ALTERNATOR AND STARTER MOTOR UNITS
 REPLACE IGNITION SWITCH ASSEMBLY, REMOVE DASH AND RELACE BLOWN GLOBES
 REMOVE VENTILATION CONTROLS AND RECTIFY OPERATION, REGAS AIR CONDITIONING SYS
 REPLACE BROKEN L/H/F BLINKER ASSEMBLY AND HEADLAMP COVERS
 REPLACE WIPER BLADE INSERTS AND L/H/F CENRAL LOCKING SOLINOID
 CHECK VEHICLE ELECTRONICS USING, XR25 DIAGNOSTIC UNIT
 ROAD TEST VEHICLE



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 Thursday 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

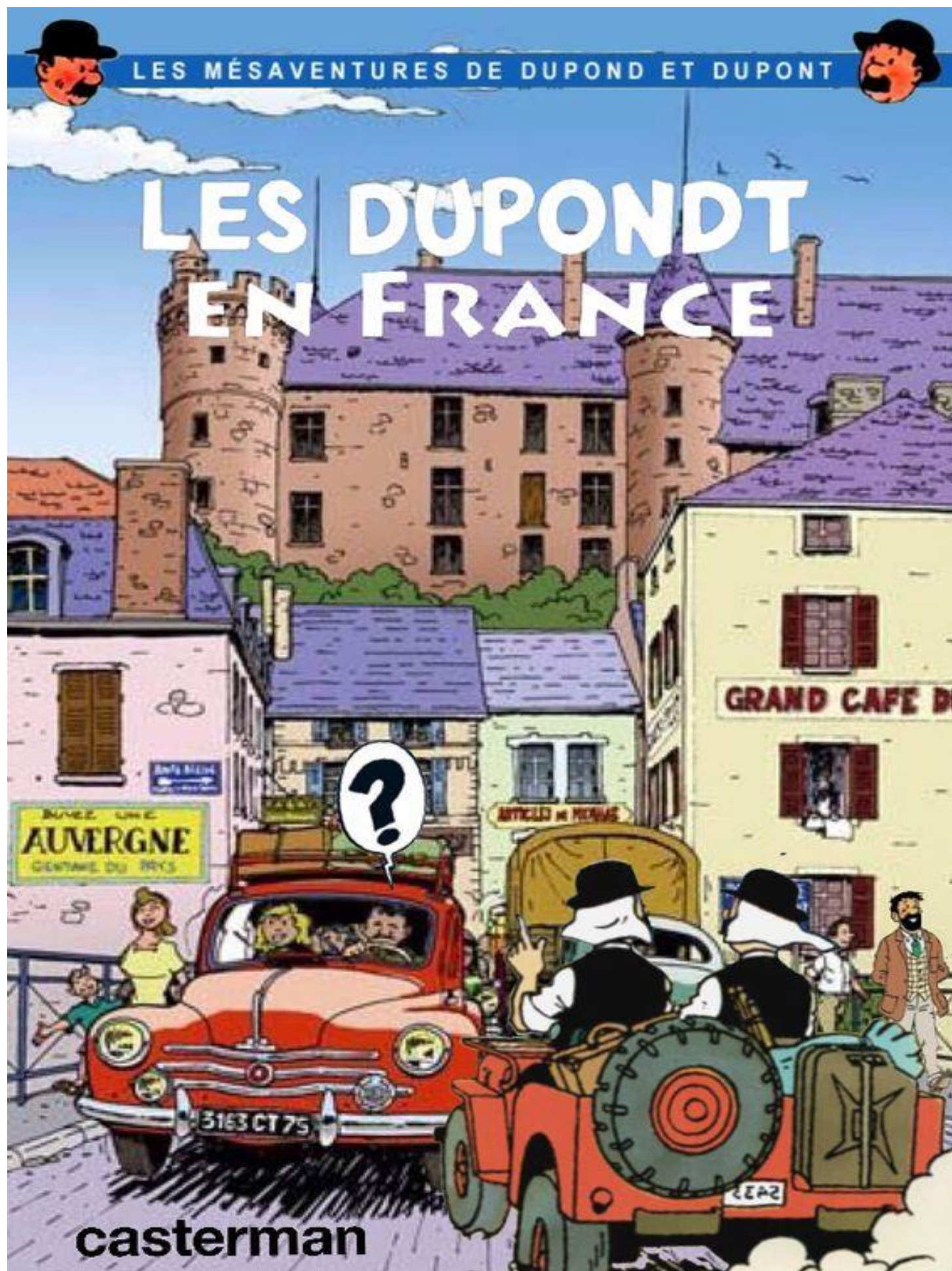
NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

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



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.rccv.info

Ph: (03) 9802 3963

Renault Car Club of Australia

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

editor: bsprague@westnet.com.au

Renault Car Club of Qld.

enquiry@renaultclubqld.com.au

www.renaultclubqld.com.au

PO Box 1215, Mt Ommaney, Qld 4074

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](mailto:reno1338@hotmail.com) Ph: (02) 6254 2040 (Lisa Molvig)

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 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

<http://www.clamedia.com/fuego>

Fuego The Plip

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

R17 Gordini

<http://www.gordinicar.com>

Renault Australia

<http://www.renault.com.au>

Australian Forums

Aussie Frogs

<http://www.aussiefrogs.com>

Renault Clubs in Australia

<http://www.12freeforums.com/mf/laussierenault.html>

Renault Sport Owners

<http://www.ozrenaultsport.com>

European Cars

forums.eurocca.net

Renault in Australia

<http://renaultinaus.fr.yuku.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

Renault 4CV



Renault 4CV

