



ROCC NEWS

December 2018

Issue Number 362

MONTHLY Newsletter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2018, Celebrating Renault's 120 years.
www.facebook.com/RenaultOwnersClubCanberraassn



Barry McAdie's twin Alipne A110's – Marques in the Park 2018

In This Issue

Renault Caravelle – A Historic Account
Barry's Mega List of Car Parts for Sale
Barry's Vist to France – Final Week
Retro Renault

Next Meeting: Thursday 20 December 2018 at 8pm

Committee Meeting 7.30pm

Where: Shannon's Fyshwick – 20/2 Yallourn St, Fyshwick.



**“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”**



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 607, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

CANBERRA CONTINENTAL SERVICE CENTRE

COMPLETE SERVICE AND MAINTENANCE ON:

**BMW
RENAULT
MERCEDES-
BENZ**



**PEUGEOT
VOLVO
SAAB**

(SORRY, NO CITROENS PLEASE)

6280 5325

**129 GLADSTONE STREET,
FYSHWICK
(Behind Renovation Discounts)**

The Editor's Bit



Greetings fellow froggy drivers.

I have decided to add Barry's final piece around his visit to France in this edition and will add the 5th installment to the February 2019 newsletter. Thank you Barry for providing this multi-part report on your mid year trip to France. It has provided us with some entertaining reading and facts. I can't wait to head to France and check out some of these majestic pieces of history.

I am cutting this issue down to the wire. It is Sunday evening on the 16th December. I am about to hit save for the last time this year and send the December 2018 edition off to Lisa for distribution.

Our next events will be Jugiong on the Australia Day weekend followed by Wheels at the Queanbeyan showground on Sunday 3 March 2019. Wheels is one of my favorite events of the year as all car clubs combine to form a very large and fine car display, with proceeds going to charity. All being well, Lachlan and I will have replaced the engine in the R25 with the GTA V6 Turbo engine (albeit without the turbo – that will come later). Before we do we will change all the gaskets to ensure that they are sound and ready to perform. Will be nice to be able to drive this car around again without worry of bursting hoses due to a faulty head gasket from a dropped liner.

I would like to wish all club members and their families a very safe and happy Christmas and a fantastic start to the year that will be 2019. Use the holiday period to polish, repair and maintain your lovely Renault. See you all in 2019!!



RENAULT



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

ROCC NEWS

Published Monthly - ISSN0817-6698

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

Your ROCC Committee



PRESIDENT: Barry McAdie (Dot)

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

E-mail: bardot@hotmail.com.au

VICE PRESIDENT: Paul Jones

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

paul.jones@finance.gov.au

TREASURER: Paul Jones (Sue)

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

paulsue@tbc

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,

Wanniassa 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: Luke Drady

51 Sinclair Street, Kambah Ph. 02 6291-7398

E-mail: karenluke@grapevine.com.au

ASST. EDITOR: Lachlan Drady

51 Sinclair Street, Kambah Ph: 6161 2774E-mail:

lachlandrady@hotmail.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, Wanniassa 2903 Ph. 02-6231 4178
(h)

E-mail: mcewanlj@netspeed.com.au

COMMITTEE ASSISTANT: Michael Pedvin

15 Gillruth St Hackett

Ph: 02 6215 1994 (W) Ph: 02 62885751 (h)

Email: burrinjuck@netspeed.com.au.

CLUB REGISTRAR: :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, Wanniassa 2903

Ph. 02 6231-4178 (h)

E-mail: mcewanlj@netspeed.com.au

PUBLIC OFFICER: To Be Confirmed

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

HON LIFE MEMBERS:

Jayson Hinder - RIP

John Adkins - 4 Sea Swallow Place, East Ballina 2478

Ph. 02 6686-2886 (h).

Ken Horsfall - 6 Scattergood Place, Spence 2615

Ph. 02 6258-3378 (h) e-mail: khorsfall@bigpond.com.au

George Cook - 6 Blairs Rd, Long Beach,

NSW 2536. Ph: 02 4408 2001

E-mail: tiabunna@internode.on.ne



PRESIDENT'S PAGE

Bon jour Renophiles

The last few weeks have been pretty eventful. It started off with Marques in the Park on Sunday Remembrance Day 11 November and at 11am the assembled crowd stood still to remember those who made the ultimate sacrifice 100 years ago in WW1.

With the help of fellow club member, Fred Cook, I managed to have both my A110s at the show and the new one immediately attracted a crowd of interested onlookers. It is no wonder when you consider that it:

- named Best Sportscar of the Year at the Trophées Argus ceremony in December 2017.
- it was voted by the public the Most Beautiful Car of 2017 at the 33rd Festival Automobile International in Paris in January 2018
- was awarded Five-Star status at Autocar Awards at Silverstone Circuit on 15 May 2018.
- named BBC Top Gear Magazine's Performance Car of the Year in October 2018
- voted Sportive de l'Annee 2018 by the famous French magazine Echappement Mag in November 2018.
- named BBC Top Gear Magazine's Sportscar of the Year in November 2018
- made the final of the European Car of the Year award to be announced in March 2019

As I need to put some kms on my A110, I joined other members of RCCA at Goulburn for a club run to Taralga on 18 November and Julian Forero joined me for the ride. After a visit to the showground, we enjoyed a delightful lunch at the local pub.

The following weekend saw the new Alpine, other Alpines and Renaults competing in the sprint competition at the Geelong Revival Festival. I didn't make it this year in my 1969 A110 as they no longer had the hill climb. Colin Stark drove Mark Avis' new A110 and bettered the specified time for the quarter mile. Mark says a bag of ice was placed on the intercooler to give it more grunt. Other cars competing were Colin Stark's 1971 Group 4 A110, Steve Cavanagh's 1971 A110, Dave Bertuch's Alpine 1979 A310, William Hamilton in a 1984 R5T2 and Paul Stewart in a 1974 R17G. I haven't seen any results as yet but apparently all went well.

The Club's Xmas BBQ was held on the lake on Sunday 2 December but I could not make it as I drove to Terrigal on the previous Saturday to visit my daughter and granddaughter. While in Terrigal, we took the opportunity to visit the Gosford Classic Car Museum. Admission is free and all the cars are for sale.

On show was an immaculate fully restored red 1962 Floride (asking price \$29,000), a 1961 light blue Dauphine Gordini (asking price \$15,000) that requires some work and a yellow LHD 1983 Dacia 1310 R12 (asking price \$12,000).

After my visit to Gosford, I travelled to North Sydney to the Classic Throttle Shop that is located under the supporting arches for the railway over Sydney Harbour Bridge. My 1969 A110 had previously been trucked from Canberra for display with the new A110. Seven of the new A110s had been trucked to

Sydney and all were sold. The Throttle Shop specialises in selling luxury exotic cars eg an immaculate Aston Martin DB4 was for sale for \$1.65 million. There was a nice Citroen 2CV there for sale for \$39,995.00. There were a number of exotic cars such as Porsches, Ferraris, Lambos, Jags etc. Mark Avis and his crew, including Rodney Apar, were busy demonstrating and selling the new A110.

After my visit to Sydney, I left for Canberra travelling via the Princes' Highway rather than the less exciting Hume Highway so I could put some more kms on my new A110. It was an exhilarating drive through the Royal National Park and then down to Coalcliff and over the scenic Sea Cliff Bridge. Next was the Illawarra Highway to drive up Macquarie Pass to Moss Vale but the run was spoilt somewhat by misty rain and fog.

I made sure I was back in Canberra for our Xmas club lunch at D'Browes in Narrabundah on 5th December and we had 13 people enjoying a great meal. I had the opportunity to catch up with Allan Bellert, who had previously owned my favourite Fuego that was unfortunately written off after a mishap with oil on Scrivener Dam Bridge some time ago.

All financial members should now have received the discussion paper on the options for the future of ROCC and a number have already registered their preferences via email with Lisa and myself. The deadline is 20th December so those who have not advised their preferences should do so before then.

Members will recall that Dave Cavanagh bought Jayson Hinder's Alpine GTA and had it on display at our Canberra French Car Day. Unfortunately, after attending a coffee run with his club colleagues a fortnight later, the car caught fire and was completely destroyed. He was only 10kms from home and the car started back firing badly and set the rear plastic bumper alight. Dave was of course completely devastated and I have sent him some information to assist him in buying another if he is looking for one from overseas.

On a brighter note, I wish all our members and club sponsors a happy Xmas and a great New Year.

***Drive Safely, Barry McAdie -
President ROCC***

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 15/11/2018**

ATTENDANCE; Andrew Sadow, Leigh McEwan, Lisa Molvig, Luke Drady, Barry McAdie, Paul Jones, Mike Pedvin

APOLOGIES; Lachlan Drady

MINUTES OF PREVIOUS MEETING; No Quorum hence no official meeting therefore no minutes

CORRESPONDENCE IN; Various bits of mail, Hub magazine, 3x Military Bank, Beyond Bank Notice of AGM, Mille Miles Mag for Barry, Pitstop newsletter, 6x Shannons Catalogues, Gallagher Insurance certificate (paid invoice)

CORRESPONDENCE OUT; Emails from Lisa with various bits of club interests.

TREASURER; As at 15th Nov 2018 there were 23 members and 2 new members from 18th Nov (James Coleborne and Lachlan Drady)

Total monies \$9007.02 made up of, \$7157.15 in various Term deposits with Military Bank, \$1141.52 in Military Bank acct, \$148.35 Beyond Bank, \$500 in ANZ and \$60.00 cash at hand.

Expenditure for August-October \$666.55, this was incurred for trophies, insurance and event preparation (printing etc)

SOCIAL; Check out the schedule that is in this months newsletter and If you have a suggestion for an event, road trip or some outing please let Lisa or any committee member know, we would love to hear your ideas.

The French car day at Telopea School was a great event with 32 French cars on display. Marques in the Park had a good turnout.

A X-Mas lunch for members was put proposed and put forward and we all agreed. Paul proposed that the club could subsidise the cost for members that attended this seconded by Leigh and all agreed. Yacht Club and D'Browse in Narrabundah. D'Browes got the nod and Barry will organise booking and Lis will let members know via email.

NEWSLETTER; Another great read and we all thank those that contribute and a special thanks to Luke for his tireless effort in compiling the newsletter

TECHNICAL; Nil to report although Barry did drive his new A110 to the meeting, maybe due to the fact that his GTA V6 had to be flat top back to Canberra from Bathurst. Having said that his new A110 looks just looks the piece and we all enjoyed seeing the car again.

WEBSITE; Nil to report but facebook page is online and getting hits.

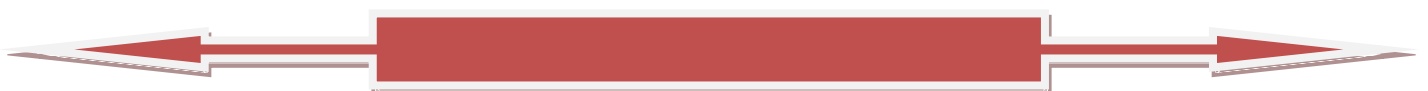
GENERAL BUSINESS; A bit more discussion regarding the clubs future and a vote needs to be held soon. Barry and Lisa were putting together an email which will be sent out to members in the coming days outlining the various options and asking members to each choose 2 preferred options regarding ROCCs future.

MEETING CLOSED; 21:00

NEXT MEETING; Proposed for 20th December 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:

Program of Events in 2018

Dec 2: Christmas BBQ: After a very windy day, we had a calm and mild evening for our annual BBQ on the shores of Lake Ginninderra. Six cars (R12, P205, P407, P508, Citroen C4 and Xantia, VW) and 10 people enjoyed a convivial meal together. It is always interesting how French car owners have similar interests in life, apart from their cars. See photos further down (Ed).

I am now starting to put together a list of destinations for next year. On my list so far are Yellow Belly Café, Googong, Hillbrook Hygge (Scandinavian café) at Bywong, Bundanoon Garden Ramble in October. Any other suggestions?

Local and Interstate Events 2018

Marques in the Park: Sunday November 11, 9am to 3pm, John Knight Park, Belconnen. As usual there was a broad mix of vehicles at this event. These included 4 Renaults (R10, R12, A110 old and new) and 2 Citroens (DS safari and SM). See photos further down (Ed).

Terribly British Day: Sunday December 2, Queanbeyan Town Park. I went to have a look at this display and was impressed by the 100s of cars on display and diversity of British marques. From the very expensive Rolls Royce and Aston Martins to affordable Minis. Your editor also had his Jaguar XJS on display. He was very pleased with the comments received from on lookers.

Events for 2019:

Jugiong: 26-27 January: motorkhana on the Sunday. See advert further down.

Wheels 2019: Sunday 3 March 2019 at Queanbeyan Showground. See advertisement down further.

Thankyou - Lisa – Social Secretary



**RENAULT CAR CLUBS
INTERSTATE CHALLENGE MOTORKHANA**

55TH JUGIONG - JANUARY 2019

Jugiong Park

Riverside Drive, Jugiong

Programme

Saturday 26th January

Arrive and set up at Jugiong

10:00am Set up Motorkhana

12:00pm Lunch – own arrangements

2:00pm Time to swim at pool or head to the motel

5:00pm First Beer at the Jugiong Motor Inn

7:00pm Dinner – own arrangements

Sunday 27th January

8:00am Scrutineering and entries at the Hall

10:00am Motorkhana competition

12:30pm Lunch – Please support the RFS

7:00pm Presentation Dinner at the Motel - a la carte menu
Final results available with trophies

Monday 28th January

Pack up and head home

**Please support the people who support us
and make our weekend here possible.**

Camping Fee: Please pay Fran before you leave
(This covers use of power and water in the hall)

N.B. Times are approximate only



An Invitation to **Shannons**



WHEELS 2019

Contact: Max De Oliver mobile 0427 977 763

Lawrie Nock Email: secretary@stharc.org.au
info@cactmc.org.au

On behalf of Council of ACT Motor Clubs (CACTMC) and Shannons, Southern Tablelands Heritage Automotive Restorers Club (STHARC) of Queanbeyan have taken on the task of presenting Shannons Wheels 2019.

STHARC would like to invite all CACTMC affiliated clubs and members to participate in WHEELS 2019, at the QUEANBEYAN SHOW GROUNDS, **Sunday the 3rd March 2019.**

The event will include Cars, Trucks, Motor Bikes and Caravans, with the awarding of trophies.

Trade stands and food vans will be on site.

STHARC are proud to be supporting the Cancer Research Council along with TADACT for 2019

ALL DONATIONS will greatly be received and deployed

MAIN GATE ENTRY is on GLEBE AVE. ([MAP](#)). This gate will be open to participants from 7.00am on Sunday Morning to facilitate an early start to have ALL VEHICLES on display by 9.30am

EVENT open to the public from 10.00am till 3.00pm. We would like ALL vehicles to remain on display till 1.00pm, as per our public liability insurance cover

AWARDS. Trophies will be announced at 12.45 at the Shannons display. Winners of these awards must be present to accept Trophies

Please advise STHARC of your clubs' attendance and the number of car spaces required **BY THE 15th February 2019** for allocation of the area required.

ENTRY is a GOLD COIN DONATION payable at the gate.

More information available on the STHARC WEB SITE.

STHARC Contact: Max De Oliver. Mobile 0427 977 763
STHARC Secretary: Lawrie Nock. Email: secretary@stharc.org.au
CACTMC: Email: info@cactmc.org.au

<https://www.facebook.com/Shannons-Wheels-2019-220851112125816>

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 – ROCC Xmas BBQ





1974 Renault 17 Gordini – 1/43 Scale Model

Marques in the Park 2018



Barry's Visit to France – Final Week

Visit to France Final Week

During the final week of our visit to France, Gislain and Josiane provided loan cars to tour various sights. There were a lot of great sights seen during our final week but I thought it would be fitting to finish up with some of the cars loaned to us for the tour.

They included a Renault Wind, Avantime, Megane Cabriolet and other earlier model Meganes. Whilst I had seen the Avantime before at a car display in Melbourne, it was the first time I had seen the Wind apart from one we saw at a service centre in Switzerland. A brief story with photos are below.

THE RENAULT WIND

The Renault Wind was unveiled at the Geneva Motor Show in March 2010 and was a two seater with mid mounted engine. It ceased production in 2013.



There were three model trim lines but Renault subsequently unveiled a Gordini version, the same owned by Gislain and Josiane. It had a potent 1.6-litre naturally aspirated engine. Inside, it had black and blue leather seats with an embossed Gordini logo, a smart Gordini steering wheel and gearknob as well as a numbered Gordini plaque. Apart from the Malta Blue exterior and twin white Gordini stripes, it had Gordini badges on the side pillars and 17-inch alloys.



Standard kit for the Wind Gordini included climate control, Bluetooth and USB connections and three upgrades could also be chosen – a Renaultsport exhaust for 1.6-litre versions only, 17-inch Gordini alloys and a wind deflector.

THE RENAULT AVANTIME

The Avantime was a grand tourer marketed by Renault designed and developed in house by affiliate Matra between 2001 and 2003. As a one box design without B-pillars, it combined the design elements of an MPV estate with the style of a 2+2 coupe and elements of a convertible.

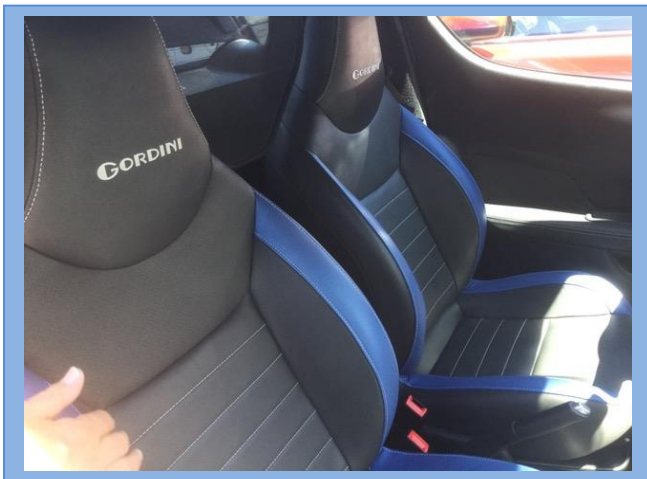
The body was an aluminium structure and had a full sunroof of strengthened heat reflecting glass. The interior featured four leather seats each with built in seatbelts. To facilitate access to the rear seats, two long doors featured a double parallel opening hinge system that maximized access with minimal outswing of the doors.

Front side windows lowered automatically, when either of the front seats folded forward to further facilitate entry to the rear two seats. All Avantimes featured a two tone look.

It utilized Renault's 24 valve, 207 hp (152 kW) 3.0L V6 engine, which was coupled to a six speed manual transmission or automatic gearbox.

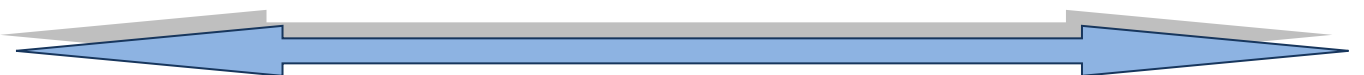


The Avantime's sales were poor. The car's fortunes were not helped by the introduction of the Vel Satis (another large, upmarket Renault) around the same time. When Matra decided to pull out of the automotive production business in 2003 (partly as a result of the financial loss incurred by the poor sales of the Avantime), Renault chose to discontinue the Avantime rather than move its production elsewhere. 8,557 were built from 2001 to 2003.



I never got to drive the Wind and refused to drive the Avantime as I did not like its handling

characteristics but both cars were very handy, along with the other vehicles, in facilitating our sightseeing during the final week in France. Gislain's Avantage had been converted to run on gas and that adversely affected its performance.



2019 Formula 1 Team and Driver List



Mercedes-AMG Petronas Motorsport

44 - Lewis Hamilton
77 - Valtteri Bottas
Chassis: Mercedes
Engine: Mercedes
Company: Mercedes-Benz Grand Prix Limited

Scuderia Ferrari Mission Winnow

5 - Sebastian Vettel
16 - Charles Leclerc
Chassis: Ferrari
Engine: Ferrari
Company: Ferrari Spa

Aston Martin Red Bull Racing

10 - Pierre Gasly
33 - Max Verstappen
Chassis: Red Bull Racing
Engine: Honda
Company: Red Bull Racing Limited

Renault Sport Racing Limited

3 - Daniel Ricciardo
27 - Nico Hulkenberg
Chassis: Renault
Engine: Renault
Company: Renault Sport Racing Limited

Rich Energy Haas F1 Team

8 - Romain Grosjean
20 - Kevin Magnussen
Chassis: Haas
Engine: Ferrari
Company: Haas Formula LLC

McLaren F1 Team

4 - Lando Norris
55 - Carlos Sainz
Chassis: McLaren
Engine: Renault
Company: McLaren Racing Limited

Racing Point F1 Team

11 - Sergio Perez
18 - Lance Stroll
Chassis: Racing Point
Engine: Mercedes
Company: Racing Point UK Limited

Alfa Romeo Sauber F1 Team

7 - Kimi Raikkonen
99 - Antonio Giovinazzi
Chassis: Sauber
Engine: Ferrari
Company: Sauber Motorsport AG

Red Bull Toro Rosso Honda

26 - Daniil Kvyat
TBA - Alexander Albon
Chassis: Scuderia Toro Rosso (STR14)
Engine: Honda
Company: Scuderia Toro Rosso S.p.a

Williams Racing

63 - George Russell
88 - Robert Kubica
Chassis: Williams
Engine: Mercedes
Company: Williams Grand Prix Engineering Limited



Pictures from Barry's Travels Last Month



ROCC and RCCA cars at Talarga



New and the Old A110



Floride for sale at Gosford
Classic Car Museum



Dauphine Gordini for sale at
Gosford Classic car Museum



Dacia for sale at Gosford Classic Car Museum



David Cavanagh's Alpine
(Jayson Hinder's ex car)



David Cavanagh's GTA Remains



A very sad demise for David's 'new' Alpine



New Alpine A110's arriving in Sydney – All sold!



ROCC Xmas Lunch – De Browes - Narrabundah

Renault Caravelle – Historic Overview



Conceived at a time when Americans were beginning to embrace smaller, sportier European cars, France's Renault Caravelle unfortunately suffered from a bungled launch and Renault's own reputation for body rot.

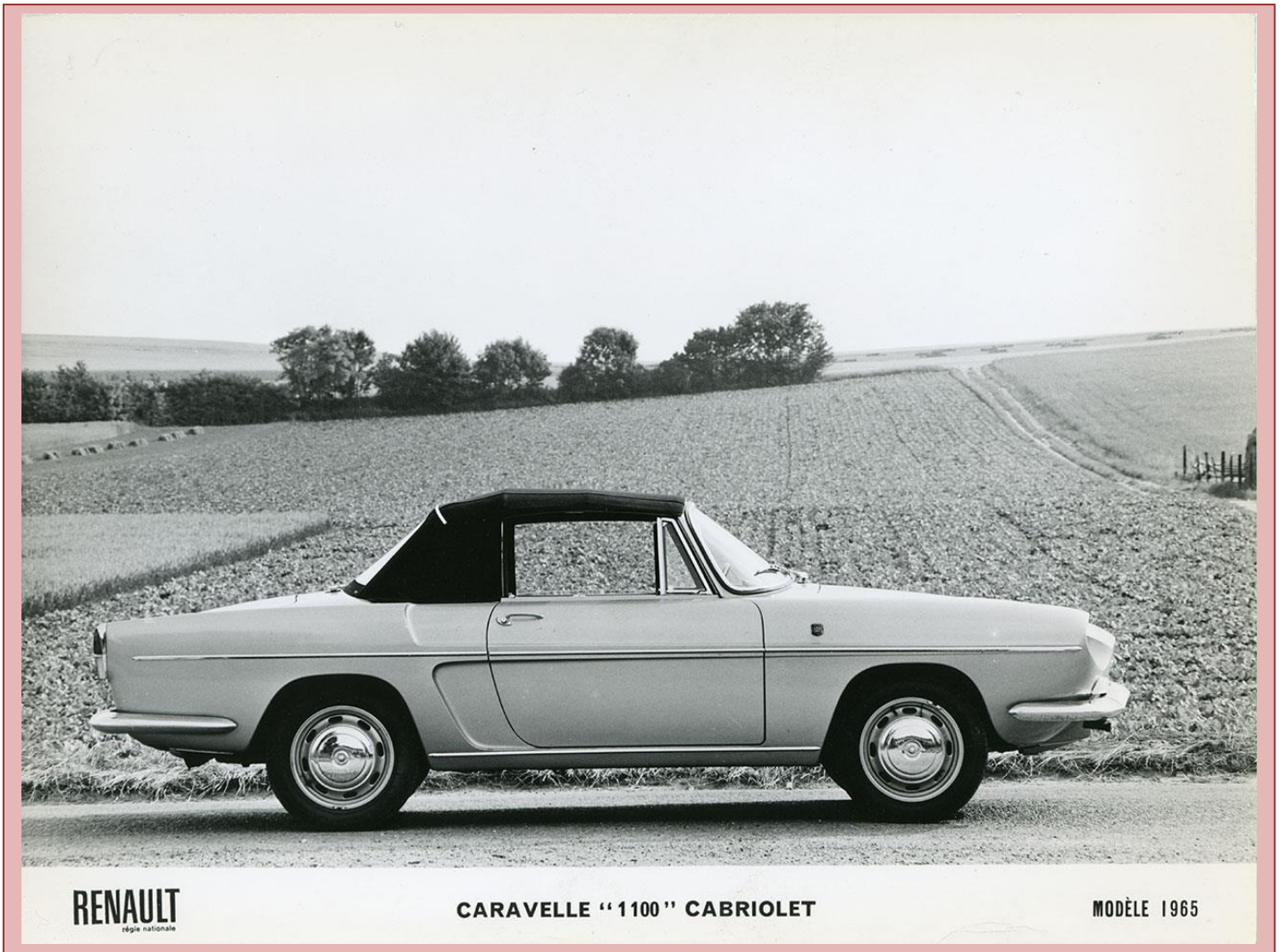
Although big, luxurious Renaults had been imported into the U.S. in the very early 1900s, Renault didn't enter the American postwar market until 1949 with the diminutive 4CV sedan ("saloon" in Europe). Riding an 83-inch wheelbase, it struggled with a tiny 760cc, 19-bhp rear-mounted, water-cooled engine. Despite a \$1035 price tag and claimed fuel economy of up to 50 mpg, a top speed of about 55 mph made it virtually unsalable in the U.S. and indeed only 1402 crossed the Atlantic in 1949, just 374 in 1952. Renault tried again in 1953-by adding the 110 1/4 inch wheelbase, 60 bhp Fregate sedan, but its \$2595 price tag was \$398 more than a Buick Special, so it never got off the ground.

By 1957 however, Pierre Dreyfus, head of Renault, figured he had just what America wanted: the Dauphine. Introduced in France in 1956, it was intended to compete against the renowned Volkswagen Beetle. The 89-inch-wheel base Dauphine proved immediately popular in Europe and more than 200,000 were sent to the U.S. by 1960, but sales then took a nose-dive. Though partly because of droopy "three box" styling (which some thought "cute"), Renault's free fall was primarily due to fragile construction and rotten reliability. Those problems would jinx the Caravelle in America, and eventually Renault itself.

Meanwhile, Volkswagen had introduced the Karman-Ghia in 1956, essentially a Beetle cleverly disguised as "sports car" by renowned Ghia stylists of Turin, Italy- its success prompted Renault to devise a similar car using the same formula. Spurred by the notion that a company able to do it once could repeat the performance, Renault contracted with Ghia to carry out a similar transformation on the dowdy Dauphine.

What happened in the next year or so is still something of a mystery, for although it was Ghia that had been commissioned to do the job, Frua of Italy also took credit for the styling and there was a brisk bout of legal action in Italy before all the ruffled feathers were smoothed back into place. What probably happened was that

Ghia which was extremely busy at the time with other projects, subcontracted Frua to do some of the work. Since Ghia and Frua had openly joined forces to produce the Volvo P1800 coupe at about that time, the action was not without precedent.



In any case, an early prototype was shown at the Geneva Salon in March 1958, and the car was officially introduced in October at the Paris show. As Britain's *The Autocar* magazine noted at the time, "It is ... clearly aimed fair and square across the Atlantic; but a lot of French men and women, too, are falling for its chic." Called Floride in Europe the name was changed to Caravelle for cars headed to the U.S. The latter defined a light, fast, European ship from the 15th Century, but Americans more likely associated it with the first French-built jetliner of the same name that found favor with U.S. Airlines in the early Sixties.

Caravelle made its American debut at the New York Auto Show in December 1959 where 13,000 prospective buyers placed orders for what was billed as "A dream car come true." However, the first production models wouldn't reach the buyers' eager hands until many months later. Renault made no secret of the fact that the Caravelle was built on the Dauphine platform. This meant the chassis carried a high-revving four-cylinder engine, rack-and-pinion steering, and a fully independent suspension. A threshed manual gearbox was standard, a four-speed optional, as well as an automatic Ferlec electromagnetic clutch for the three-speed.

Did the Ford Mustang borrow its bodyside scoop/sculpture from the Caravelle?

Love it or hate it, the styling of the Renault Caravelle was memorable. Enough so that the '61 Amphicar cribbed the overall design! (the Amphicar folks beg to differ on this-ed.) Even the stiff-upperlipped Brits didn't hesitate to use the scooped-out headlights for the MGB

While most of that may sound like sporting hardware, it was in fact more impressive on paper than in practice. For instance, even though French tuning wizard, Amadee Gordini, massaged the overhead-valve "Ventoux" four with his considerable skill, he managed to wring just 40 horsepower at 5000 rpm and 47.8 lbs /ft torque at 3300 rpm from its meager 51.5-cubic-inches (845 cc). The gear lever, though floor-mounted, had a vague, rubbery shift action, and the independent rear suspension consisted of simple swing axles. With its rear engine – which Europeans at the time considered the "only way to go" in a small car – the Caravelle had 40/60 front / rear weight distribution, and a vicious tendency to oversteer. The last was typical of rear-engined cars, something Volkswagen had long since learned about, and Corvair owners would confront in the Sixties. Renault attempted to mitigate the touchy handling with "Aerostable." Auto historian James M. Flammang described it, in the Standard Catalog of Imported Cars 1946-1990, as a new suspension



And indeed, here's the brand-new Renault Caravelle (note the scoops just ahead of the rear wheels), ready for launch by a young Sammy Davis, Jr. The photo flatters the late Sammy, but the stand propping up the Caravelle makes it look shorter and taller than it really was. Note the available hardtop hanging overhead.

[that] combined conventional coil springs and shocks with unique rubber pads and pneumatic bags, which varied the flexibility of the springs according to the load.... Under minimum load, and with the driver riding alone, the flexible coil springs would give a soft ride. As load increased, the depression of the springs rose, sending the auxiliary suspension into action. That suspension consisted of rubber pads surrounding the rods of the shocks and, at the rear, pneumatic bags filled with air at atmospheric pressure. Pistons compressed those bags in proportion to the load."

But what the Caravelle lacked in spirit it made up for in style. Riding the same 89-inch wheelbase as the Dauphine, it carried crisp lines with rather lengthy overhang; at 167.8 inches, it was 12.8 inches longer than the Dauphine. Peaked rear fenders ran forward to scooped headlight bezels in a blunt, undercut nose that seemed to imply an aquatic intent. On the original cars, grilles in the trailing edges of the side recesses just ahead of the

rear wheels channeled cooling air to the engine bay; on later models, these were eliminated. Offerings included a four-seat coupe and two-seat convertible, the latter available with a removable hardtop. Weight ranged from 2395 to 2525 pounds.

Then changes were made in midstream: Early roofs had a rear-sloping, Karman-Ghia -like shape that severely limited headroom in the little back seat; the design later embraced a squared-off roofline more accommodating to rear-seat passengers.



The division between “early” and “late” models came in mid-1962, when the Caravelle saw some major changes. Most were the result of adopting improved chassis components from the company’s new R8 successor to the Dauphine including longer radius arms for the swing-axle rear suspension, to better control wheel movement, a more robust front suspension, Lockheed disc brakes front and rear, and most importantly, a larger engine. Replacing the long-stroke Ventoux engine, a new “Sierra” four displaced 58.3 cubic inches (958 cc) by way of a squarer bore/stroke ratio, and wore an aluminum cylinder head. This resulted in 51 bhp and 55 lbs/ft torque. (This engine would be bored out to 67.6 cid/1108 cc in ’63, and while horsepower remained at 51 at a lower 5200 rpm; torque was upped to 65 lbs/ft at a more useful 3000 rpm.) The radiator was moved from the front of the engine compartment to the rear, where it drew in air through louvers in the tail. This allowed the rear bulkhead to be moved back about five inches, liberating more space inside. These modifications resulted in a much improved Caravelle, and many felt the car’s introduction should have been postponed until the changes were made.

Indeed, the early versions did nothing to bolster Renault’s sagging quality image, which dashed any hope of sales building up again. In fact, total Renault sales in the U.S. (Dauphine, R8, and Caravelle) had faltered to only 12,106 in 1966.

Caravelles nonetheless continued to trickle into the U.S. for a few more years, and while production didn't cease until July 1968, it's doubtful any were sent to the U.S. after 1967. As mentioned before (and obvious by its specifications), the focus of the Caravelle was styling, not performance. The early 850-cc models were dreadfully slow by American standards of the day: 0-60 took an agonizing 23.8 seconds, a while top speed was a paltry, long-awaited 83 mph. Post-'63 1100-cc models were quicker: 0-60 in 17.6 seconds, 90mph top speed. The flip side of these unsporting numbers was terrific fuel economy; 40-mpg averages were not uncommon. Unfortunately, money saved at the pumps was often spent at the garage, as Caravelles inevitably maintained ongoing affairs with their friendly, prospering mechanics.



And indeed, here's the brand-new Renault Caravelle (note the scoops just ahead of the rear wheels), ready for launch by a young Sammy Davis, Jr. The photo flatters the late Sammy, but the stand propping up the Caravelle makes it look shorter and taller than it really was. Note the available hardtop hanging overhead.

Not surprisingly, the same characteristics that attracted the few buyers in the Sixties make the Caravelle an alluring choice in the Nineties. Styling, of course, is first on the list. Despite – or perhaps because of – the unusually lengthy overhangs, the Caravelle strikes a dashing pose even today. And while its uniqueness no doubt appealed to many original purchasers, the ravages of time– amplified by the vulnerability of French sheet metal to rust–have thinned their already meager ranks to the point that Caravelles are as scarce as hen's teeth. Of course, that means that finding one in the first place will likely involve a lengthy search, to say nothing of finding parts. But if you revel in the unique – and aren't in any particular hurry this expression of French Chic may be just the ticket for cruising à la française. In Paris, anything was possible in the late Fifties.

ARTICLE: 1994 Collectible Automobile Magazine

Barry McAdie's Car Parts for Sale

ITEM No.	ITEM	CONDITION
Fuego Interior Parts		
1	Luggage cover	New
2	Headlining	New
3	Interior trim	Used
4	Dashes x2	Used
5	wiper/light switches	Used
6	heater A/C controls	Used
7	dash fuse panels	Used
8	Instrument panels	Used
9	Carpet/underlay	Black used
10	interior door trims	Used
11	Rear seats I set	Used grey/blue velour
12	front seats	Used
13	Ignition switches	Used
Fuego Brake Parts		
14	rear brake shoes	Used
15	Front brake discs	Used x 2
16	master cylinders	Used
17	Limiting valve	Used
18	Rear brake drums	Used
Fuego Body Parts		
19	Tail lights	Used (LHS)
20	Front bumper	Used no overrider
21	Rear bumper	Used with no overrider
22	3x rear bumpers	Used with overrider
23	Bonnets	Used 2 red 1 gold
24	Roof racks	Used
25	LHS guards x6	red, gold, silver
26	LHS inner guards	2 x plastic
27	Fluting	Used
28	Side moulding	New x2
29	Windscreens	Used
30	Windscreen rubbers	2 used
31	side vent windows	LHS & RHS
32	Rear hatch glass	Used
33	Rear mirrors	Used external
Fuego Body Parts		
	ITEM	CONDITION
34	Old style grills x 2	Used
35	petrol tank Fuego	Used

36	Fuego turbo stickers	New
37	Petrol caps	Used
38	window motors	used
39	headlight covers	used
40	Wiper motors	used
Engines		
41	J7T R25	G715 F062046
42	J7T R21	M755 F267140
43	J6R Fuego	714 F111510
Engine Parts		
44	Exhaust manifold	New SOLD
45	Exhaust manifold	Used
46	Weber twin manifolds	Used
47	Carbies	Used TWO SOLD
48	Base for extractors	New
49	pistons	new
50	new pistons R18	New turbo
51	used pistons R18	Used turbo
52	R18 water pump	New
53	Waterpump	Used
54	Weber carbie kit	New
55	Oil seals	New
56	Driveshafts	Used
57	Complete Wiring loom 1985 model	Used
58	flywheel pickups	Used
59	Map sensor 3bar	New for F Turbo
Engine Parts		
60	Exhaust systems	1 stainless steel
61	custom extractors	Used
62	engine pipes	2 used
63	ecus	used
64	R25 timing belt	new
65	Fuego ring set	new
66	Set main bearings	new
Gearboxes		
67	NG3 002249	RECON'D
68	NG3 015476	Used
69	NG3 018825	Used
70	NG3 15798	Used

71	NG3 006803	Used
Gearbox Parts		
72	Valeo clutch kit	New
73	clutch shaft seals	new
74	synchro ring	new for 3rd gear
75	speedo worm drive	new
76	crown wheel bearings	new
77	Special Bell housing	used
Fuego Wheels		
78	5 CSA mags	Used
79	4 mags no brand	Used
80	Front bearings	Used
81	Rear bearings	Used
Fuego Suspension		
82	front sway bars	Used
83	rear sway bars	Used
84	rear springs	Used
85	lower control arms	R25 Used
Cooling/Heating		
86	radiator with A/C condenser & fans	Used
87	3 A/C condensers	Used
88	radiator fans	Used
89	Heater fans x 3	Used
Alternators		
90	To suit Fuego	Used
91	To suit R12	Used
Starters		
92	To suit Fuego	Used
Other		
93	Intercooler	Used
94	Fuego car bra	Used
95	R12 towbars	Used x 2

I have completed a stocktake and details on what I have are in this newsletter. I am advertising parts for sale on aussiefrogs (some have been sold) as a first step then possibly on eBay. Once I am satisfied that no one is interested in what I have left, they will eventually be going to the tip or to the recyclers. So if anyone is interested in acquiring what I have, please email me at bardot@homemail.com.au

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.

Ross Brawn – Renault Results Unacceptable in 2018



Formula One’s managing director of motorsport Ross Brawn has hit out at the “unacceptable” levels of the sport’s midfield teams, including Daniel Ricciardo’s new team Renault.

Renault haven’t managed a podium since rejoining the sport in 2016 but have improved year-on-year, and secured a best finish of fourth in the Constructors’ Championship this season.

However, they still finished 297 points third-placed Red Bull, the team Ricciardo is leaving, and Brawn has warned that “the future of Formula One” depends on the midfield teams finding a way to compete with the top three.

No driver in a car that isn’t a Mercedes, Red Bull or Ferrari has won a race since the current regulations were brought in 2014 while there has only been two occasions in the last two years that a driver from outside the top three teams has even managed a podium.

“They were practically racing in their own championship, with far too big a performance gap between them and Mercedes, Ferrari and Red Bull,” Brawn said. “As was the case in 2017, only once and significantly, on a very unusual street circuit like Baku, did a driver from one of those seven teams make it to the podium.

“Two podiums from a total of 123 is unacceptable, especially when it comes with an ever increasing technical and financial divide.

“It's a problem we are tackling together with the FIA and the teams, because the future of Formula One depends on it. There are various solutions on the table and we must all accept that we can't go on like this for too much longer.

“I don't mean to cause offence by referring to the 'other' championship, it's just a way of describing the situation and their battle was certainly thrilling. However, it's hard for the fans to truly get excited about a battle for eighth place.

“Having said that, congratulations to Renault for finishing fourth, confirming the progress it is making and to Haas, as finishing fifth in only your third year in the sport is a great achievement.”

ARTICLE: www.autosport.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

Brazilian Grand Prix – 11 Nov 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	71	1:27:09.066	25
2	33	Max Verstappen	RED BULL RACING TAG HEUER	71	+1.469s	18
3	7	Kimi Räikkönen	FERRARI	71	+4.764s	15
4	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	71	+5.193s	12
5	77	Valtteri Bottas	MERCEDES	71	+22.943s	10
6	5	Sebastian Vettel	FERRARI	71	+26.997s	8
7	16	Charles Leclerc	SAUBER FERRARI	71	+44.199s	6
8	8	Romain Grosjean	HAAS FERRARI	71	+51.230s	4
9	20	Kevin Magnussen	HAAS FERRARI	71	+52.857s	2
10	11	Sergio Perez	FORCE INDIA MERCEDES	70	+1 lap	1
11	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	70	+1 lap	0
12	55	Carlos Sainz	RENAULT	70	+1 lap	0
13	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	70	+1 lap	0
14	31	Esteban Ocon	FORCE INDIA MERCEDES	70	+1 lap	0
15	2	Stoffel Vandoorne	MCLAREN RENAULT	70	+1 lap	0
16	35	Sergey Sirotkin	WILLIAMS MERCEDES	69	+2 laps	0
17	14	Fernando Alonso	MCLAREN RENAULT	69	+2 laps	0
18	18	Lance Stroll	WILLIAMS MERCEDES	69	+2 laps	0
NC	27	Nico Hulkenberg	RENAULT	32	DNF	0
NC	9	Marcus Ericsson	SAUBER FERRARI	20	DNF	0

Note - Alonso and Vandoorne each received a 5-second time penalty for ignoring blue flags.

Abu Dhabi Grand Prix – 25 Nov 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	55	1:39:40.382	25
2	5	Sebastian Vettel	FERRARI	55	+2.581s	18
3	33	Max Verstappen	RED BULL RACING TAG HEUER	55	+12.706s	15
4	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	55	+15.379s	12
5	77	Valtteri Bottas	MERCEDES	55	+47.957s	10
6	55	Carlos Sainz	RENAULT	55	+72.548s	8
7	16	Charles Leclerc	SAUBER FERRARI	55	+90.789s	6
8	11	Sergio Perez	FORCE INDIA MERCEDES	55	+91.275s	4
9	8	Romain Grosjean	HAAS FERRARI	54	+1 lap	2
10	20	Kevin Magnussen	HAAS FERRARI	54	+1 lap	1
11	14	Fernando Alonso	MCLAREN RENAULT	54	+1 lap	0
12	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	54	+1 lap	0
13	18	Lance Stroll	WILLIAMS MERCEDES	54	+1 lap	0
14	2	Stoffel Vandoorne	MCLAREN RENAULT	54	+1 lap	0
15	35	Sergey Sirotkin	WILLIAMS MERCEDES	54	+1 lap	0
NC	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	46	DNF	0
NC	31	Esteban Ocon	FORCE INDIA MERCEDES	44	DNF	0
NC	9	Marcus Ericsson	SAUBER FERRARI	24	DNF	0
NC	7	Kimi Räikkönen	FERRARI	6	DNF	0
NC	27	Nico Hulkenberg	RENAULT	0	DNF	0

Note - Fernando Alonso handed three five-second penalties for leaving the track and gaining an advantage. Esteban Ocon handed a five-second penalty for the same offence.

2018 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	408
2	Sebastian Vettel	GER	FERRARI	320
3	Kimi Räikkönen	FIN	FERRARI	251
4	Max Verstappen	NED	RED BULL RACING TAG HEUER	249
5	Valtteri Bottas	FIN	MERCEDES	247
6	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	170
7	Nico Hulkenberg	GER	RENAULT	69
8	Sergio Perez	MEX	FORCE INDIA MERCEDES	62
9	Kevin Magnussen	DEN	HAAS FERRARI	56
10	Carlos Sainz	ESP	RENAULT	53
11	Fernando Alonso	ESP	MCLAREN RENAULT	50
12	Esteban Ocon	FRA	FORCE INDIA MERCEDES	49
13	Charles Leclerc	MON	SAUBER FERRARI	39
14	Romain Grosjean	FRA	HAAS FERRARI	37
15	Pierre Gasly	FRA	SCUDERIA TORO ROSSO HONDA	29
16	Stoffel Vandoorne	BEL	MCLAREN RENAULT	12
17	Marcus Ericsson	SWE	SAUBER FERRARI	9
18	Lance Stroll	CAN	WILLIAMS MERCEDES	6
19	Brendon Hartley	NZL	SCUDERIA TORO ROSSO HONDA	4
20	Sergey Sirotkin	RUS	WILLIAMS MERCEDES	1

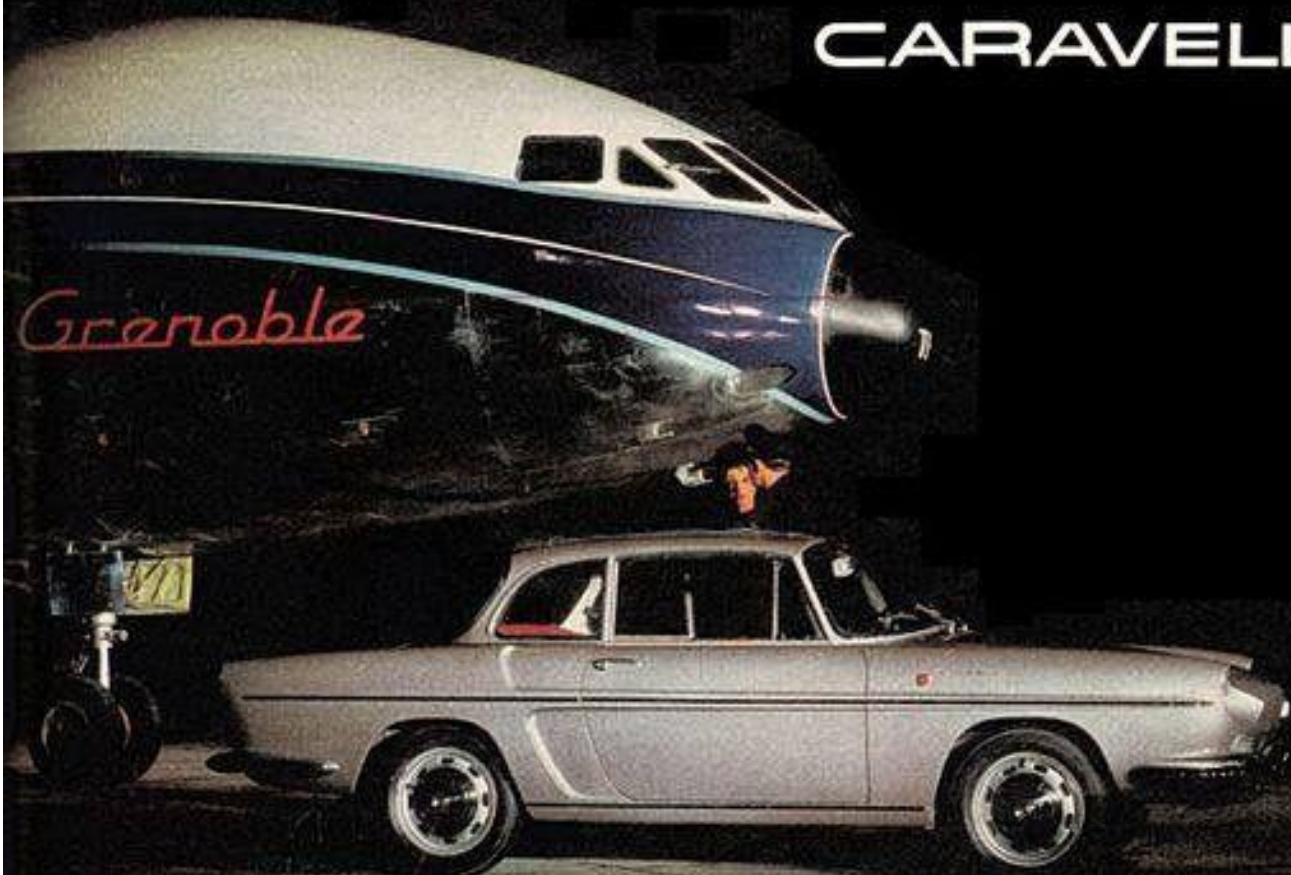
2018 CONSTRUCTORS

POS	TEAM	PTS
1	MERCEDES	655
2	FERRARI	571
3	RED BULL RACING TAG HEUER	419
4	RENAULT	122
5	HAAS FERRARI	93
6	MCLAREN RENAULT	62
7	FORCE INDIA MERCEDES	52
8	SAUBER FERRARI	48
9	SCUDERIA TORO ROSSO HONDA	33
10	WILLIAMS MERCEDES	7
EX	FORCE INDIA SAHARA	0

Caravelle de la route...

...le nouveau coach Renault se classe à part dans l'aristocratie automobile. C'est incontestablement une des plus belles 4 places du monde. Son confort est le résultat d'une recherche minutieuse sur les points essentiels comme sur les plus petits détails. Sa sécurité repose sur une tenue de route exceptionnelle et sur 4 freins à disque... comme sur les voitures de compétition. Son nouveau moteur Sierra, 956 cm³, «5 paliers», est une mécanique brillante d'une puissance réelle de 51 ch SAE pour une puissance fiscale de 5 cv ...Raisonné à l'entretien (assurance, vignette, consommation, etc.) comme à l'achat (10.500 NF + TL), Caravelle est une grande routière de grande classe.

CARAVELLE



RENAULT
régie nationale



There are two secrets here. One, this is a car that looks and acts like a custom-built, super-deluxe, super-expensive job. Look at that sculptured snoot; just wait till you see the lush fittings and interiors. Yet Renault's famous monomania about economy for the owner holds sway: the price-tag (\$2395*) is a fraction of what this car looks like it costs; and the operating economy is classic Renault. / Second secret. This car can be bought with a detachable hard-top. Summers, you're a convertible owner; winters, you're a hard-top owner. Only you are wise to the fact that your two jazzy cars are really one. / If you want in on this one, your Renault Dealer is the place to get to quick. Quick, because the secret is out.

RENAULT
Caravelle

*Suggested retail price.

P.O.E. East Coast, Renault, Inc., 750 Third Ave., New York 17, N.Y.

top secret



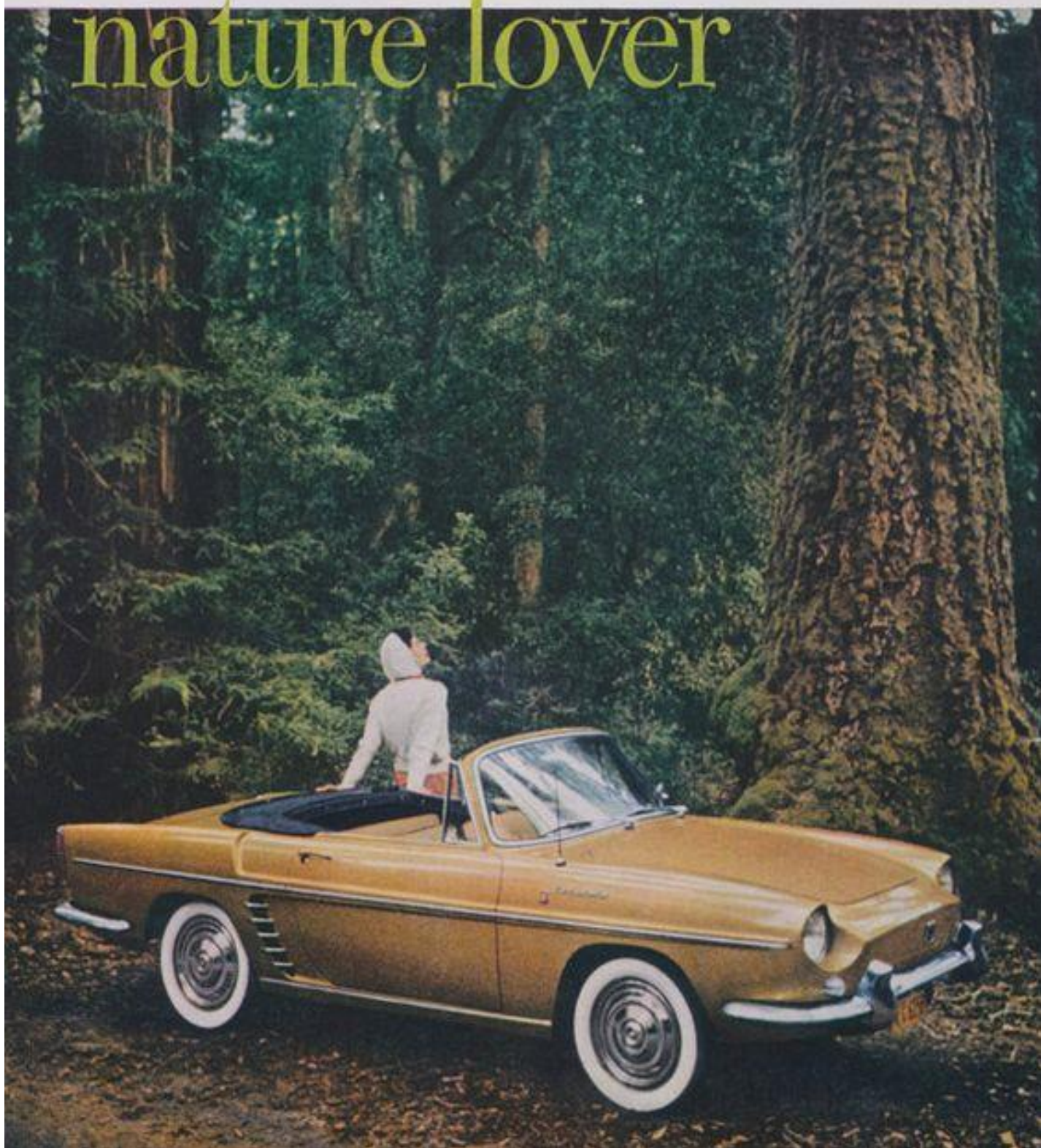


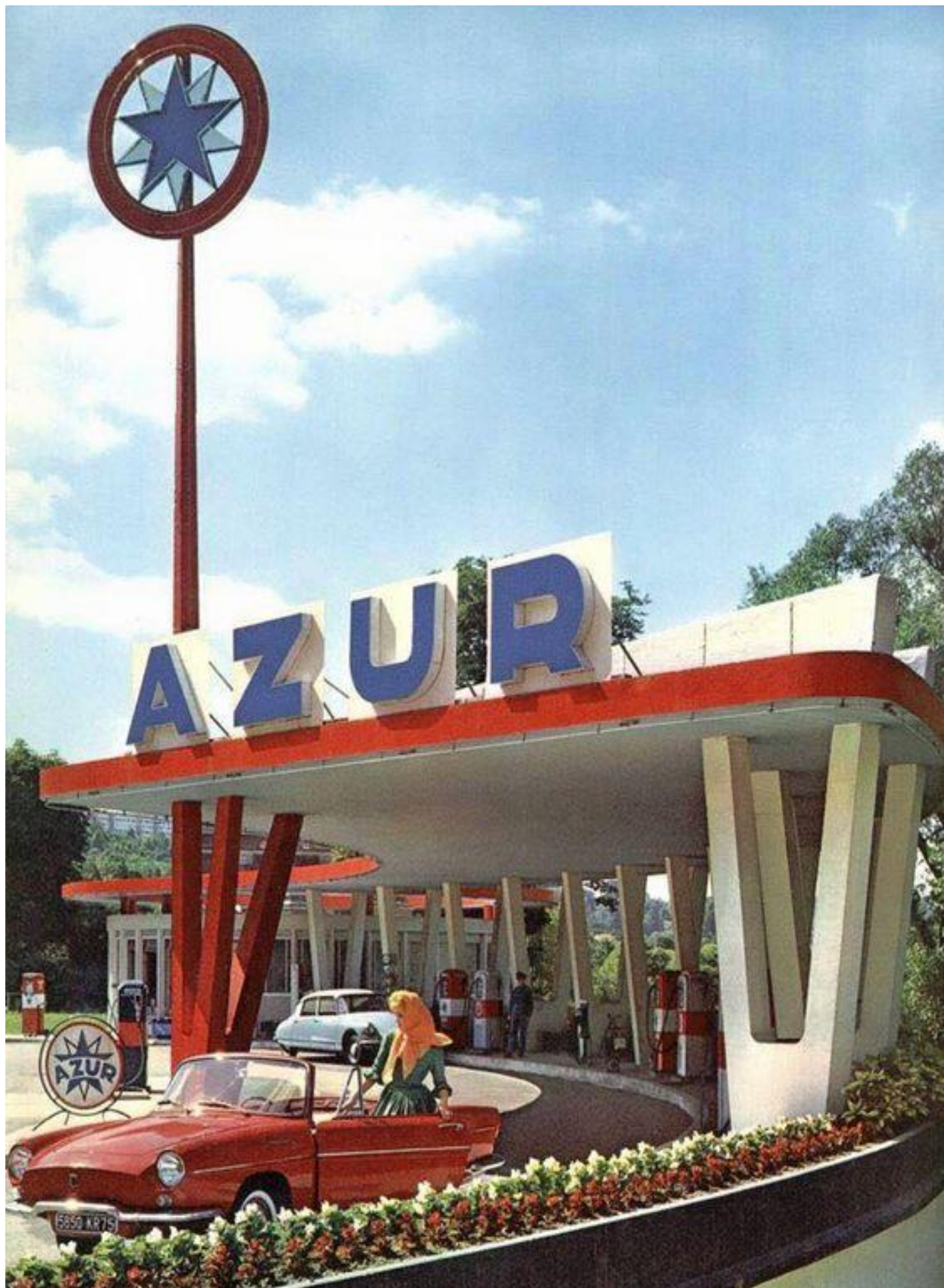
Get back to nature in the Renault Caravelle—the car that embodies the same purity of design that distinguishes the works of nature. / This is the car for a man to explore in. To penetrate the forest primeval in. To maneuver woodlands handily in. To glide over ruts and furrows smoothly in (thanks to the rugged and perfectly poised suspension system). / And it's a car to enjoy the open road in, too. Hugs the surface surely. Rides calmly. Handles easily. And delivers up to 37 miles to the gallon. / Nature's rich colorings and simple elegance are echoed again in the luxurious interior, handsome finish and deluxe appointments. / Get back to nature in the car that's a natural. Available as a hard-top sports coupe, or as a soft-top convertible with an optional hard top. Also, new 12 month or 12,000 mile (whichever comes first) warranty. At your nearby Renault Dealer.

Renault, Inc., 700 Third Avenue, New York 17, N.Y.

RENAULT
caravelle

nature lover







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

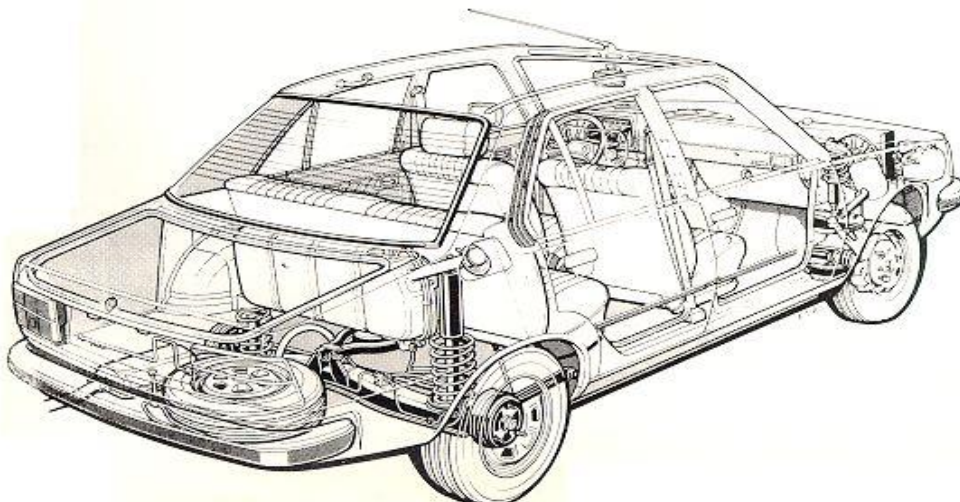
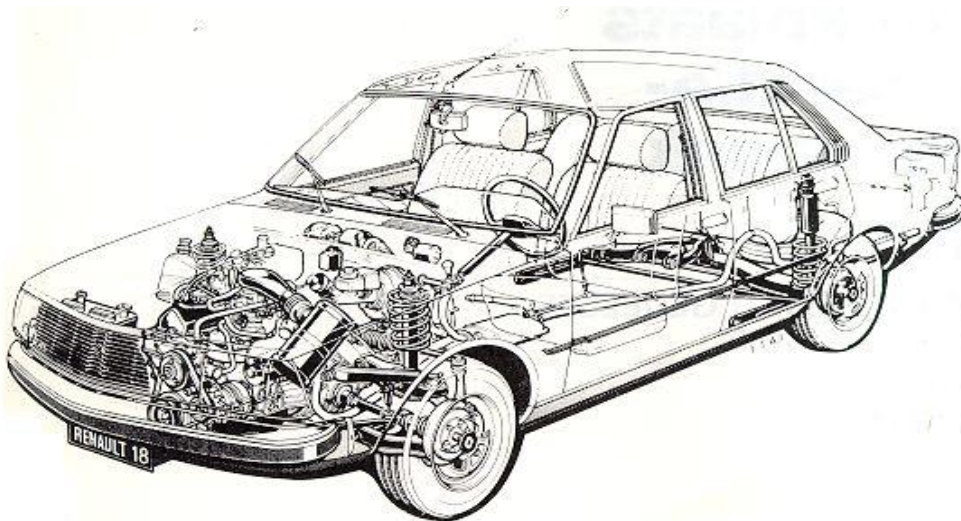
(Available to Financial Members only.)

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.

Regards Mark Christie - Ph: 0414382391 - Email: mjc407@gmail.com

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, THERMOSTAT 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



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

Megane RS 280**Renault Megane RS 280**