



ROCC NEWS

February 2017

Issue Number 341

*MONTHLY NewsLetter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2017, Celebrating Renault's 119 years.
www.facebook.com/RenaultOwnersClubCanberraassn*



A rare shot of my Dad's 1974 Renault 16 TS (Circa 1983)

In This Issue

Clio V6 Road Test

Koleos Zen Road Test

Renault Dauphine – Retro Article

Next Meeting: 9 February 2017 at 8pm

Committee Meeting 7.30pm

Where: Hellenic Club, Matilda Street, Phillip.

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The Editor's Bit



Greetings fellow froggy drivers.

Happy New Year fellow ROCC members and families. I hope you all had a safe and enjoyable break? It has certainly been a warm one, which makes the enthusiasm of working on our beloved cars not wane a little.

Lachlan's Fuego is still running beautifully after the installation of the R25 2165cc engine and B29E efi. I tell you, it is quick and would definitely be sub 10sec on its way to 100km/h! A very torquey beast and she pulls like a truck from low down. Even manages to rev a bit too! Much better than the B29B efi and head. The engine also fits without the Turbo bonnet which is a good thing as we didn't have a spare bonnet in our parts store!

A project for the first half of this year will be to firstly convert the R25 V6 to manual. If this is successful we will then proceed to install the V6 Turbo engine. I will have to get an intercooler made up and some other minor pipe work as this engine was out of an Alpine GTA and not a R25 V6 turbo. This will be much fun if it all works as we hope. Then down the track it will be adding an aftermarket fuel injection computer and upping the boost from the standard 9psi. I think a healthy 12psi will work a treat and give an extra 30 or so HP. The engine runs 182 and 205BHP in standard form but can be uprated to about 280BHP without a lot of extra work. I will also install the larger injectors from the spare R25 2.9 engine, as the injectors in the V6 turbo 2.5 are smaller capacity flow. This will make the Baccara a beautiful sleeper or wolf in sheep's clothing. I am also looking at a set of Laguna 2 rims for the car as it really needs the 17 inch rim and lower profile rubber to enhance the handling. We are very excited about this. First this is to order a V6 turbo clutch as it is a thicker and more robust effort than the regular V6 clutch from the R25 v6 and Espace v6.

Look forward to seeing everyone at Wheel in March. We should be able to take 2 cars now that Lachlan has his licence. A picture of the Laguna 2 wheels are shown below. I am in need of one extra as I will only have 3! Anyone?



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

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Your Committee

PRESIDENT: Barry McAdie (Dot)

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

E-mail: bardot@homemail.com.au

VICE PRESIDENT: 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)

Paul.jones@finance.gov.au

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: Nick Hulskamp (Helen)

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

HON LIFE MEMBERS:

Jayson Hinder - 56 Baracchi Crescent, Giralang, ACT 2617 Ph. 02 6166-8166 (h).

John Adkins - 4 Sea Swallow Place, East Ballina 2478

Ph. 02 6686-2886 (h).

Ken Horsfall - 6 Scattergood Place, Spence 2615

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

George Cook - 6 Blairs Rd, Long Beach,

NSW 2536. E-mail: tiabunna@internode.on.ne

PRESIDENT'S PAGE

Bon jour Renophiles

I hope everyone had an enjoyable Christmas and a great start to the New Year.

I have not been doing much with my Renaults and Alpines over the past month or so as I have been concentrating on landscaping, building a new side fence and finishing off the glass balustrading on our timber decks. I was hoping to finish these tasks so I could get on to my cars but a big gum was felled by the freak whirlwind that hit our suburb on January 13th that required a big cleanup. Fortunately it only damaged the back fence.

However, I did have my A110 on display at the Summernats along with Fred Cook and his R10 and took my Alpine GTA for the run to Jugiong for the 53rd running of the annual bash between the Victorian and NSW Renault clubs. On arrival, everyone was in the local hall for a drivers' briefing. I was welcomed into the hall and immediately presented by Bob Sprague with a framed photo of the front page of the November-December 2016 edition of "The Hub" which featured my A110 and Ernst Luthi's A110 at our French Car Day in November. A nice touch. The overall points winner was Aaron Wuillemin from Victoria in his Renault Special.

I enjoyed the closeup action under cover from the heat as the drivers competed doing the "double kidney" section and fortunately the wind was blowing the right way so we in the timing tent did not get covered in dust. Jason Emmelkamp, the RCCA President, streamed the action live on the RCCA Facebook page – see <https://www.facebook.com/groups/38025850708/permalink/10154709203520709/>

In the last newsletter, I mentioned that I installed a fibreglass cold air box on my A110 and that it would be tested on the dyno at Revolution Racegear in Mitchell to see what extra horsepower it would deliver. Ernst previously mentioned that his new cold air box with new Webers on his car delivered 25 more horsepower at the wheels over his previous normal carburetor set up. The test revealed that mine was a dismal failure and actually reduced my horsepower so it is back to the drawing board to design a better system. I am still waiting on parts from Mecaparts at this stage.

The Victorian Renault Club is holding their Renault Roundup display at Caribbean Gardens in SE Melbourne – the same venue as last year. It is a fantastic event and I hope to attend in my Alpine GTA. Later in March, there is historic racing at Phillip Island and I plan to enter in the regularity runs in my A110. There will be other A110s there so it should be fun. I have been to Phillip Island many times for the V8 races and walked around the track but never run a car there so it should be interesting.

There have been plenty of teasers from Renault about the new Alpine rumoured to be called the A120. The latest news was that you could pre order a "Premier Edition" via www.alpinecars.com but it was limited to 1955 vehicles (1955 is the year Alpine was started) and to buyers from Austria, Belgium, France, Germany, Italy, Luxemburg, the Netherlands, Poland, Portugal, Spain, Sweden, Switzerland and the UK. All were sold out within hours that augurs well for future production at the Deippe plant where they currently assemble the Clio sport. The new alpine will be built with a aluminium shell but the power plant is till unknown although rumoured to be a 1.8 litre version of the 1.6 litre turbo found in the Clio sport. Whatever, the power plant, the performance is confirmed at 0 to 62mph in 4.5 seconds. Cost is close \$83,000 at the current exchange rate.

On the F1 scene there have been changes to the regulations to allow for more interesting racing and Renault claims to have a much better engine for its works team and the red Bull team. Action starts in Melbourne in March and I will not be attending this year. Bernie Ecclestone has been moved on and Ross Brawn is taking over (Ross was a navigator in the rallying A110s years ago).

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

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
HELLENIC CLUB, CANBERRA, 8/12/2016**

COMMITTEE then GENERAL MEETING

ATTENDANCE: Barry McAdie, Michael Pedvin, Leigh McEwan, Luke & Lachlan Drady, Lisa Molvig

APOLOGIES: Andrew Sadow, Fred Cook, Paul Ballard, Paul Jones

MINUTES OF PREVIOUS MEETING: accepted

CORRESPONDENCE IN:

Statements: 2x Military Bank (Defence Credit) – Certificates of Term Deposit for \$1216.73 and \$1633.42

1x ANZ, Nil Beyond Bank

Newsletters: Nil

CORRESPONDENCE OUT:

Hellenic Club re confirmation of meeting dates and times, for 2nd Thursday 730pm meetings

TREASURER: [not available this month]

Current Balance: \$tba

Current Term Deposits: \$tba

Cash on hand: \$tba

Beyond Bank \$tba

ANZ bank \$500

Membership is currently 24 (5 hon. and 21 paid members)

Interest accumulated tba [current ADCU term deposit rate is 2.45%]

SOCIAL:

Xmas BBQ on 4/12 was well attended [24]

Coming Events: Jugiong [Jan], Shannons evening car & bike display on 4 Feb at Fyshwick

Wheels on 12 March

Future club runs: Scented Rose Garden & Tea House, Bywong [26 Feb], Southern Highlands [Oct]

Other options for Yass or Marulan [Apr, Jun] being investigated by Lisa

NEWSLETTER:

Another packed issue produced by Luke, with retro articles supplied by Lisa.

Next contributions due in by 30/1.

Correction to date of November minutes noted (was shown as October minutes).

TECHNICAL:

Fuego wheel bearing removals

WEBSITE:

On hold UFN.

ROCC Facebook:

Page updated regularly by Lachlan. Several comments from others added this month.

GENERAL BUSINESS:

Re: Possible merger of French car clubs: "Barry asked Brad Pillans if he would send an email putting the Pug Club's point of view about why a merger of French car clubs is desirable so that it could be included in a discussion paper to be prepared for consideration by members." Awaitng a formal response from Brad on this.

Citroen Club status to be determined by Lisa [Citroen Association of Canberra]

Meeting closed at 9:00pm - **Next meeting:** 9/02/2017

Leigh McEwan - Assistant sec/treas, ROCC

Social News and Events

French car drives in 2016

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

December 4: Christmas BBQ at Lake Ginninderra. It was well attended despite the threat of rain, approx 12 cars and 24 people with approximately equal numbers from each of the three marques.



ROCC Xmas BBQ – Dec 4 2016



ROCC Xmas BBQ – Dec 4 2016

I am currently planning the drive events for 2017.

Here are the dates and planned destinations:

February 26: The first one will be to Bywong for afternoon tea at the Scented Rose gardens and teahouse:

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

Please RSVP by Feb 20, and meet there at 2.00pm for afternoon tea. Please contact Lisa on reno1338@hotmail.com.

April 23: Yass railway museum and afternoon tea in town.

June 25: Marulan- historic walking tour of town and lunch at Meridian Café.

August 27: Hunter Valley French Car Day

October 22: Binalong- visit galleries and cafes in this historic village.

December 3: evening Christmas BBQ by Lake Ginninderra.

Past interstate Events:

Nil to report for December 2016

Local and Interstate Events in 2017:

Australia Day long weekend: Jugiong motorsport gathering.
27-29 January with motorkhana competition on Saturday 28 Jan.

Renault Round Up: 19 February at Caribbean Gardens, Melbourne.
<http://caribbeangardens.com.au/>

March 12 | **Shannons Wheels 2017** | Treasury Car Park, Barton
Hosted by the **BMW** Car Club on behalf of CACTMC.

Entry: Gold coin donation in aid of *Technical Aid to the Disabled*
Featured marque: **FORD**

The Council of ACT Motor Clubs presents ... **Shannons Wheels 2017** Come for a walk down motoring memory lane - Celebrate the Ford Motor Company's 100 years in Australia.
See the biggest display of veteran, vintage, historic, classic and modified cars, commercials and motor cycles in the ACT.

Be in the running for one of three Wheels trophies:

"The exhibit that I would most like to take home"

"The best club display"

"The best Ford on display"

Supported by the Council of ACT Motor Clubs' 75 affiliated clubs

Download the flyer [[wheels-flyer-2017](#)] or Infosheet [[wheels-info-sheet-2017](#)]

For further information contact Council's Events Director:

Graeme Rossiter via email: Saturday8@iinet.net.au

or Graham Gittins via email: gittins@iinet.net.au

Auto Italia Canberra - April 2 | Lawns of Old Parliament House

Thankyou - Lisa – Social Secretary



The Council of ACT Motor Clubs presents ...



WHEELS 2017

Sunday 12 March from 10 am to 3 pm

Treasury Car Park, Langton Crescent, Parkes

Entry: gold coin donation to Technical Aid to the Disabled (TADACT).

Come for a walk down motoring memory lane
Celebrate the Ford Motor Company's 100 years in Australia



See the biggest display of veteran, vintage, historic, classic and modified cars, commercials and motor cycles in the ACT.

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For further information contact

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The real successor to the Renault 4 is ..



Conventional wisdom says it's the original Twingo, but since 2015, Renault India has provided the real answer, says **Jack Yan**. *Jack Yan is publisher of Lucire.*

When the Renault Twingo I came out in the 1990s, the motoring press proclaimed it as a successor to the 4. There's some truth to this: both were the entry-level cars for Renault at different times during their runs, and there's only a tiny overlap between when the Twingo launched (1992) and when the last 4 was made in Slovenia (1994).

Their design philosophies differ slightly, however. The 4 was meant to be utilitarian, and originally even spawned an even more basic model called the 3. Renault adopted a separate body and chassis so that the car could be simpler—a retrograde step since the outgoing 4CV was monocoque. It was Renault's 1960s solution to Citroën's 1930s problem, one which had been answered earlier by the 2CV. Essentially, it was a car for the masses, urban or rural. And at *Autocade*, we like these simple, base-level cars that all of us have had some contact with.

When you fast-forward to the Twingo's development in the 1980s, France had urbanized more, and entry-level meant a hatchback fitting below the Supercinq or Clio I. The idea was to replace the 4, but it seems the notion of a three-door hatchback was locked in early, even with Renault's aborted W-60 programme. X06, as the new programme was called, was overseen by the new design director Patrick Le Quément, with Jean-Pierre Ploué on the exterior and Gérard Gauthier on the interior. Efficiency was still on designers' minds—the oil shocks were still recent memory and wind-cheating cars were in the news—so Renault decided on a one-box car, not unlike FSM's Beskid concept from 1983.

At the time, the thinking behind the Twingo was radical. Renault was encouraged to take a gamble. When you think that, during its development, Ford was still peddling a facelifted first-generation Fiesta, and Renault itself had locked in the design of the Clio, which didn't set the car design world on fire, there was nothing like the Twingo. Citroën had come close to making a one-box car with the AX, but management backed away and it gained a hint of a bonnet. Interior-wise, no one in the sector was doing a central speedometer.

**Twingo**

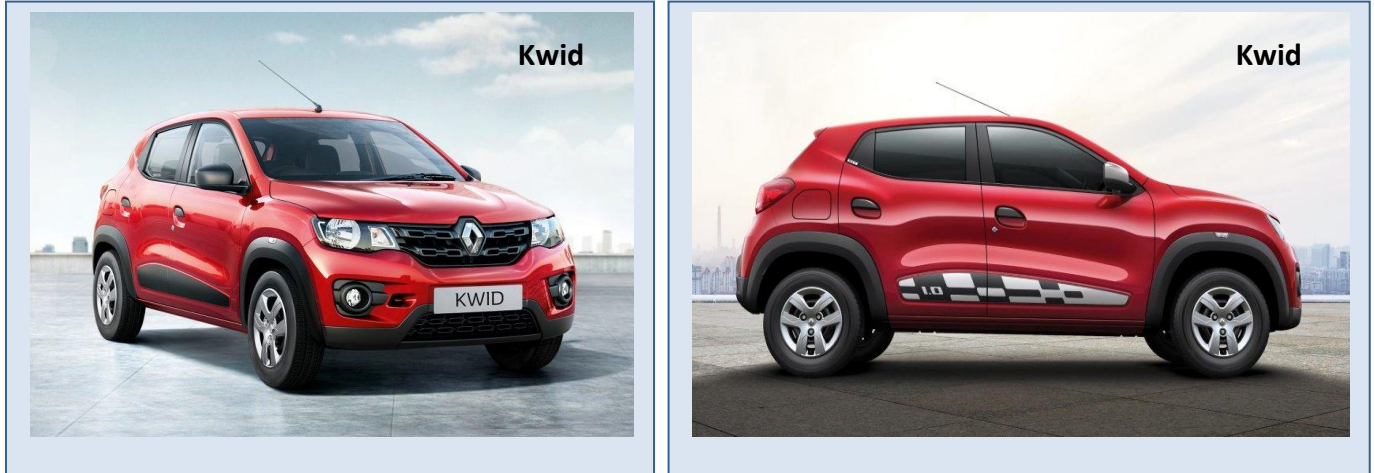
Above: The first-generation Renault Twingo, here seen as a 2001 model. Its design was relatively timeless and there were few changes during its run, which lasted till 2013 in Colombia.

When the Twingo launched, it was an instant hit, and urban buyers loved it. While it became Renault's entry-level model, its mission wasn't to mobilize the masses in the country. People were already mobilized, and a clever city car was what was called for. Since then there was a forgettable Twingo II, and Renault surprised us again by teaming up with Smart to create the rear-engined Twingo III. But that's another story.

In my opinion, the real successor the 4 is Renault's Kwid. Here is a car with a mission not unlike the 4's. There is already an established player (Maruti, with its Alto, and prior to that, the 800), answering a question that Indian buyers were asking: how do you transport four people in relative comfort in a country that has rural roads and urban ones that aren't that great? Kwid, meanwhile, was a more sophisticated answer than the 1998 Suzuki-based Maruti, developed from scratch and eventually donating its platform to the 2016 Datsun Redi-Go, Renault–Nissan's second attack at the Alto market.

Like the 4, it's got five doors, it has a chunky design (inspired by the Dacia Duster), and it has decent ground clearance. Retail price is ₹2,64,734, or a shade over €3,500, far cheaper than any Twingo. And it's selling in a country that is quickly mobilizing, but hasn't neared occidental levels yet. Once it does: watch out, pollution's going to be a massive problem.

That low price is helped by localization of both R&D and suppliers (98 per cent). It's also helped by a lack of safety equipment at launch on the base model: no ABS and the driver's airbag is optional on only the top model. However, Renault has seduced with other items inside: a seven-inch touch-screen in the centre and a digital speedometer, both of which aren't that expensive to fit; and the 800 cm³ engine can struggle somewhat uphill.



While it's not great that India's fine with this lack of safety gear (Renault is no different from its rivals in this market), the Kwid seems to fulfil the role of a modern-day 4 very well. Till it fits more safety equipment, we're unlikely to see the Kwid in occidental markets, and it would crowd out the Twingo III.



However, there's still something really appealing about simplicity in an age of gadgets and software crashes. •

ARTICLE: <http://lucire.com/2016/1127II0.shtml#rv0AfGdAtedJhcGe.99>

Renault Clio V6: Retro Road Test¹²

November 10, 2016 [Andrew Brady](#)



This is what happened when Renault was going through one of its off-the-wall phases and decided to stick a V6 engine into the Clio supermini. It wouldn't fit in the front, so the rear seats had to come out, and a 3.0-litre motor slotted in above the rear wheels.

It's a hot hatch that was described as a 'classic' even when it was new – with many astonished that it even made production. The first-generation model developed a reputation for being particularly lairy, while the phase-two cars (like the one tested here) had some input from Porsche and are more desirable.

- **50 classic cars that could make you money**
- **[Read another Retro Road Test on Motoring Research](#)**

What are its rivals?

The Clio V6 was the fastest hot hatch money could buy when it was new. Potential buyers might also consider the Alfa Romeo 147 GTA or SEAT Leon Cupra R, but neither were anywhere near as bonkers as the Renault. In reality, it was closer to being a Porsche 911 in a supermini body than a hot hatch.

What engine does it use?

The Clio V6 was launched at a time when mainstream French cars were available with a 3.0-litre petrol V6. It was already used in models such as the Laguna, Vel Satis and even Espace people carrier, not to mention the Peugeot 406 and Citroen Xantia.

By the second generation model, power had been boosted to 255hp, thanks to a revised cylinder head and induction system.



What's it like to drive?

First impressions: this feels like a 12-year-old Renault Clio. The interior is drab, while you sit far too high up – but that's all par for the course when it comes to hot hatches. Start it up and the sound isn't exactly thunderous, either.

It only starts to feel a little special when you put your foot on the clutch and select first gear. The clutch is Land Rover Defender-heavy, while the gearbox feels snickety in a way you don't expect from a Clio.

Pull away and – huge turning circle aside – it all feels a bit, well, ordinary. There are creaks and rattles (and bear in mind this is a cared-for 20,000-mile example), the steering seems surprisingly light and uncommunicative, while you keep telling yourself that it'll make up for it as soon as you hit a stretch of national speed limit road and open it up.

Does it get better? Well, sort of. It sounds good as you (slowly) rev towards its 7,500rpm redline, but the performance isn't up to the standard of modern hot hatches. It'll hit 62mph in 6.0 seconds – an astonishing figure back in the early noughties, but something we're all too used to now. The V6 feels lazy by today's standards, too. It's just not as frantic as you might expect from its appearance.

At least, being mid-engined, there's none of that torque steer we associate with hot hatches of this era. It feels like it has an abundance of traction, and the later models don't have the same reputation for being a handful that the early ones did.

Unfortunately, the manic excitement promised by its looks doesn't really come. Period reviews of the car suggest it takes a little time to get into the rhythm of the Clio V6. And being spoiled by the instant gratification of modern hot hatches probably doesn't help its case in 2016. It didn't leave us buzzing with exhilaration, though.

Reliability and running costs

The Clio V6 isn't as unreliable as you might think, although finding a good specialist willing to work on it might be tricky. The position of the engine makes DIY maintenance difficult, and insurance companies are likely to be a little wary if you're young or have a number of crashed hot hatches to your name.

You'd be lucky to achieve 20mpg and a tank will be emptied in less than 300 miles, meaning it's more of a B-road blaster than a continent crosser.



Could I drive it every day?

With prices as strong as they are (and rising), and numbers of the later 255 model hovering at around 150 on UK roads, it'd be a shame to drive one of these every day. And why would you want to, frankly? The interior is pretty grim for spending a large chunk of your life in, and the novelty factor of driving a two-seat mid-engined Clio every day would soon get boring. If you want a sports car as a daily, buy a Porsche Cayman. A Clio V6 is best kept for occasional use. Or just to admire in the garage.

How much should I pay?

If you're after one, this example we've driven is currently on sale at 4 Star Classics for £34,995. For that money, you expect the very best – and, to be fair, this is probably it. With just 20,000 miles and not a mark on its bodywork, it could be a safe investment, even at nearly £8,000 more than its retail price when new.

A budget of slightly more than £20,000 will pick you up an early phase-one model (these have a reputation for being even friskier, so be careful), while a useable phase-two can be bought for around £28,000.

What should I look out for?

Obvious ones are signs of abuse and crash damage. Even the latest V6 Clios are more than 10 years old now, and in Renault hot hatch years that's a long time if it's been ragged from cold, missed services and chucked into the odd hedge sideways.

With the engine where it is, even checking the oil isn't particularly easy, so some owners just don't bother. Take it for a good test drive. Do all the gears select easily (if not, there might be synchromesh issues), and do the brakes stop the car in a straight line without any untoward noises?

Inspect the bodywork – damage can be pricey to fix – and check the wheels for signs of kerbing. The slightest nudge can knock out the tracking.



Should I buy one?

A budget of £35,000 buys you a lot of car. You could treat yourself to the brilliant Ford Focus RS, fresh out of the factory, and have a couple of grand left over. Or, on the secondhand market, how about a mint Lotus Exige, a more useable Porsche Cayman, or even a three-year-old BMW M3?

None of these have the novelty factor of being an ageing French supermini from a time when Renault was bonkers enough to use a mid-engined V6. Do you want to be different that much? Only you can make that call.

SPECIFICATION			
Mileage:	20,198	Top Speed:	144
Year:	2004	0 - 60:	6.0
MOT Expiry:	September 2017	BHP:	251
Tax Expiry:	Expired	Transmission:	6-Speed Manual
Exterior Colour:	Titanium Metallic	Engine Capacity:	2946cc
Interior Colour:	Black Alcantara	Engine Configuration:	V6

Pub fact

Rumour has it, when the Clio V6 was being developed, Volkswagen heard that a 3.0-litre Clio was being produced. Not to be outdone on the efficiency stakes, the Lupo 3L was rushed into development – with the goal of consuming just three litres of fuel per 100km. The result was a very different car to the Clio V6...

ARTICLE: WWW.4StarClassics.com

2017 Renault Koleos Zen 4×2 review



The second-generation **2017 Renault Koleos** has arrived and is ready to take on the juggernauts in the medium SUV segment. The new Koleos is vital to Renault in Australia, with our love for SUVs and the French brand's desire to capitalise on that, largely behind the decision to launch it here before anywhere else in the world.

Renault expects the Koleos will become its largest volume seller here, and has thrown everything at it. Thanks to the Renault Nissan Alliance, it shares its architecture with the Nissan X-Trail and is markedly bigger, better equipped and more competitively priced than the previous generation.

In what is already a well-populated and hotly-contested segment, the Koleos has to offer more if it wants to stand out. More style, more room, more features, more x-factor and more value. So does it?

The sales leaders in the medium SUV segment are relatively consistent. In September 2016, the biggest seller was the Mazda CX-5, followed by the Hyundai Tucson, then the Toyota RAV4 and Nissan X-Trail. The order remains the same when you look at the figures for sales year-to-date.

The Koleos line-up is clean and simple; the base model Life is available as a 4×2 only and is priced at \$29,990 before on-road costs, the mid-spec Zen is available as a 4×2 for \$33,990 or 4×4 for \$36,490, and the range-topping Intens is a 4×4 only for \$43,490. All have a continuously variable transmission with no option of a manual, and all have the same 2.5-litre four cylinder petrol engine.

That engine is shared with the two Nissan X-Trail 2WD petrol variants, the ST and STL, and the Koleos Zen 4×2 – which happens to be our test car – is priced in the middle of the two five-seaters. The Koleos Zen is also priced between the two similar Volkswagen Tiguan options – the 110TSi Trendline and 110TSi Comfortline.

When you look other 2WD petrol offerings in the segment, it's priced identically to the Kia Sportage SLi, the Mazda CX-5 Maxx Sport is a little cheaper at \$32,790, the mid-spec Honda CR-V VTi-S is priced at \$32,290, the Toyota RAV4 GXL is \$31,990, while the mid-range Hyundai Tucson Active X is even cheaper at \$31,150.

All except the X-Trail have smaller engines and less power, though the Tiguan's 1.4-litre four cylinder turbocharged engine produces more torque. Under the bonnet of the Korean-built Koleos is a 2.5-litre four cylinder petrol engine that produces 126kW and 226Nm.



The similarities to the X-Trail aren't just under the bonnet. The Koleos shares the same platform and has a similar profile from the side. The front and rear however, are very different and stylistically a little quirky. A large, shiny Renault logo takes pride of place on the grille and chrome highlights are abundant. The LED daytime running lights are u-shaped, wrapping around the top and outside edge of each headlight and extending down below the housing in-line with the bottom of the large grille.

Some of the external design features are a little unusual and it does bounce light like a disco ball if conditions are right, but the silhouette is arguably sophisticated. It's 150mm longer than it was previously at 4672 millimetres, making it a much more substantial looking vehicle than its predecessor.



The Koleos Zen also scores LED taillights, front and rear fog lights, auto headlights and windscreen wipers and 18-inch alloy wheels. If you want LED headlights you'll need to fork out for the Intens, but it does get keyless entry and the car will automatically lock if you walk away with the key which is excellent if your hands are full of shopping bags. No more fishing around or putting things on the ground to free up a hand to point the key fob at the car and push the button.

The cabin design is clean and well thought out nicely finished. It looks classy and chic but missing the 'French factor' that we've come to expect... it's sensible in its layout and functionality which is another example of just

how far the new Koleos has come. The large 7.0-inch touchscreen is fantastic, and doesn't collect smeary fingerprints as easily as many other screens.



It has Renault's R-Link 2 system with navigation and Bluetooth phone and audio connectivity. The really cool thing about this system is that you can customise your home screen by selecting which features you'd like to create shortcuts to, and even choose from a selection of configurations. The top-of-the-line gets a massive 8.7-inch touchscreen that is reminiscent of the Volvo or Tesla design, but the smaller screen is clear, works fast and is more than adequate.



Keeping the cabin environment comfortable, the Zen has dual-zone climate control and the driver and front passenger seats are heated. The seats may be a little firm and flat but they are supportive – with the exception of a slightly short-feeling seat-base – and covered in softly textured faux leather. The front seats are electrically adjustable and you can manoeuvre yourself into a nice high driving position with good visibility on all sides quite easily. The leather steering wheel fits nicely in hand, and has buttons for cruise control, voice command, radio and phone.

Renault claims there is 35-litres of space scattered about the cabin, and that's easy to believe thanks to the generous glove box, deep centre console bin which houses two USB ports and an AUX outlet, and large door pockets. The cabin has LED ambient lighting which creates a bit of atmosphere and makes it feel more expensive than it is. The use of a few cheap plastics here and there, and the inclusion of bargain-basement switchgear are the main detractors from the overall quality and luxurious feel inside.

It has a rear-view camera with rear parking sensors, and if you'd like, you can add an optional safety pack with blind-spot monitoring, forward collision warning and autonomous emergency braking. A sunroof is an optional extra too.



The rear doors open nice and wide, making it easy to climb in to what is one of the most spacious backseats in this segment. In fact, Renault claims the impressive amount of room in the second row is class-leading. There's 289mm of knee room, as well as bountiful head room and elbow room.

The seats are covered in the same leather-like material as the front seats, so they are soft and feel good. The base is very flat but there's room for three, and there's lots of storage room with map pockets, large bins in the doors and two cupholders in the fold down armrest.

For those who already have little ones, or those who are planning to expand the family, there are two sets of ISOFIX points and the Zen gets privacy glass on the rear windows. There are rear air-vents which is good to see, the reading lights are bright and well angled, and there is a 12V – no USB though unless you jump up to the top-spec.

The Zen also misses out on a handsfree tailgate, so you have to open it the old fashioned way. You'll also notice there are no hidden seats under the floor, the Koleos is strictly a five-seater.



Boot space is almost on par for the class at 458-litres and that expands to 1690L with the rear seats folded down. The top-selling CX-5 only offers 403L, the Tucson 488L, while the X-Trail has a lavish 550L. The loading lip

is a good height, the opening is wide, there are levers in the boot that make it easy to flip the seats down from the back and a full-size spare wheel under the floor.



The Zen is also available as a 4x4 with on-demand torque allocation and a low-speed lock mode for an extra \$2500. The KOLEOS's 2.5-litre four cylinder petrol engine produces 126kW/226Nm and it's teamed with a continuously variable transmission with a manual mode. If you like your SUV's with a diesel engine under the bonnet – then maybe hold off because a turbo diesel is expected to arrive here mid-next year.

At low speed around town the KOLEOS is in its comfort zone. It lacks a low-end torque so overtaking, steep hills and the like will make the CVT scream and tyre noise is noticeable too. The CVT is decent enough, and at urban speeds if you don't drive it hard it's more than capable of handling its duties in smooth and comfortable fashion.



The suspension is soft with good damping for the most part, but over large bumps and potholes the rear end can come crashing down if you hit it with a bit of pace. Body control is tested around tight corners, but the electric-assisted steering is light and direct making it a breeze to drive around town whether you're parking or weaving through traffic.

Combined claimed fuel consumption is 8.1-litres per 100km, however we spent most of our time in urban environments and saw numbers around 11L/100km which is close to the claimed 10.4L/100km. Braked towing capacity is two tonnes.

RENAULT KOLEOS BREAKDOWN

 [Submit an Owner Car Review](#)





CarAdvice Rating	7.5
Performance & Economy	7
Cabin Space & Comfort	8
Technology & Connectivity	8
Price & Features	8
Ride & Handling	7.5

ENGINE SPECS

Engine Type	MULTI POINT F/INJ
Engine Size	2.5L
Cylinders	INLINE 4
Max. Torque	226Nm @ 4400rpm
Max. Power	126kW @ 6000rpm
Pwr:Wgt Ratio	78.2W/kg
Bore & Stroke	89x100mm

[MORE SPECS](#)

Renault offers a really good ownership package with a five-year unlimited kilometre warranty, full roadside assist and three years of capped price servicing. Services are typically due annually, but Renault also offers driver-specific intervals that can stretch it up to 30,000 kilometres, depending on how you use your car.

-  Excellent use of space in the cabin; classy interior design and feels premium; good value proposition with impressive list of standard features.
-  Noisy CVT; rear end crashes over large bumps; some cheap plastics used inside.

OUR RATING

7.5 / 10

PRICE

A\$27,840 - \$33,110

Dealer Retail Price

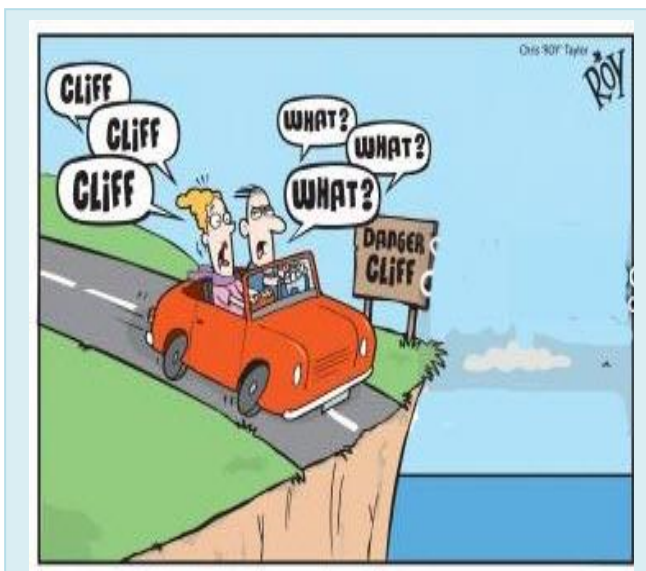
ANCAP RATING

N/A

The Koleos still has a bit of Frenchness about it, but the rough edges have been smoothed out. The cabin design is impressive and there is loads of space.

If you can handle the out-there looks, the Renault Koleos is well priced and could be the SUV for you if you don't mind standing out from the crowd.

ARTICLE: www.carsguide.com.au



Stretched Renault Espace Test Mule Spotted



A rather intriguing test mule based on the [Renault Espace](#) has been caught on camera in southern Europe featuring a considerably longer wheelbase and riding on small steel wheels. It's hard to pinpoint the model's identity right now because it could be a number of things.



For starters, Renault might be working on a Grand Espace, although we doubt that since the rear axle has been pushed way back and we don't think there would be such significant differences between the two models. Also, it's probably not the best idea to have two Espace models taking into account the MPV market is not that big these days in Europe where crossovers are all the rage, and Renault has plenty of them: Captur (together with Russia-only [Kaptur](#)), Kadjar, and Koleos.



So, if [Renault](#) is not testing a stretched Espace, what else could it be? The company with the diamond logo might be preparing a long-wheelbase Talisman, which would make more sense. That being said, would there be a strong business case to justify the existence of an elongated Talisman? We're not so sure. One thing is certain; our spies have told us the peculiar vehicle was powered by a turbodiesel engine and that it had "an impressive acceleration." After noticing they were being filmed, the folks from Renault decided to make a run for it, which makes the story even more puzzling.

Read also:

- [Concept We Forgot: 1994 Renault Espace F1](#)
- [Renault fights back against claims the Espace doesn't comply with emissions standards](#)
- [Renault Espace priced from €34,200 in France](#)

As a final note, there's also the distinct possibility Renault was testing an upcoming commercial vehicle or it was simply evaluating some new components.

ARTICLE: [www. http://www.motor1.com/news/132785/stretched-renault-espace-mule-spied/](http://www.motor1.com/news/132785/stretched-renault-espace-mule-spied/)



Formula 1 Update



Renault to debut 'aggressive' new engine concept for 2017 season



Renault will debut a new engine concept in 2017 that it believes will deliver greater development potential and therefore huge gains later in the year and beyond as it looks to close the gap to its rivals, chiefly Mercedes, which it still lags behind in outright performance.

With the new power units now entering their fourth season, the rate of development is slowing and smaller steps are therefore expected next year, but Renault believes it can buck that trend by going down a completely new development path thanks to an "aggressive" overhaul of its design.

According to Renault's managing director Cyril Abiteboul, the French manufacturer isn't content with its power unit despite massive steps forward in 2016 and has taken a radical approach, rather than playing it safe and focussing purely on the chassis and aerodynamics.

"Frankly we have had long discussions about that because at the point in time that everything is changing on the rest of the car, we could have taken a more conservative approach in trying to freeze what we have and focus on the chassis," he told *Motorsport*.

"But we have not gone for that. We have gone for a very aggressive option. If we want to be where we would like to be for 2018 or 2020, which is the next phase, when we want to target the top teams, we cannot afford to delay anything. So we need to accept the risk."

Abiteboul warned not to expect immediate gains as Renault will instead be focussing on the reliability of the power unit before it begins extracting performance later in the season.

"We will be focusing on reliability with that new concept of engine - which will be a new concept I can confirm that," he said.



"It means that it may not be a big jump in terms of performance, simply for the reason that we want to make sure to introduce this concept that it is reliable and that will be the perfect platform to develop the performance for the next three to four years."

ARTICLE: www.grandprixtimes.com

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THE AIS SWIMMING PROGRAM

2017 Formula One World Championship Calendar

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



RENAULT
SPORT F1

Team Principal Vasseur Resigns From Renault F1 Team

Renault team principal Frederic Vasseur has resigned from the Enstone-operation on the eve of the 2017 Formula 1 season.

The Frenchman, who enjoyed great success in junior categories as head of ART, joined Renault at the start of last season as it began a restructuring on its return to grand prix racing as a manufacturer team.

While the team endured a challenging season on track, Vasseur worked with Renault F1 chief Cyril Abiteboul on a major restructuring and recruitment drive to help it move forward in the longer term. During the middle of the campaign, Vasseur was made team principal, with Abiteboul moving to a factory role at Enstone to help guide the operation.

However, it is understood that Vasseur had differences of opinion with senior management figures about the direction Renault needed to take in F1 - and he decided to leave the team as a result.

Renault said in a statement: "After a first season spent relaunching and rebuilding its Formula 1 team, Renault Sport Racing and Frederic Vasseur have agreed by mutual consent to part company, effective as of today.

"Both parties remain committed to maintaining the good working relationship they have enjoyed and expect this to take a new form sometime in the future.

"The outlook of Renault's second season back in Formula 1, as well as the resources implemented to meet them, will be set out in detail at the presentation of the team's new race car [on February 21].

"Renault Sport Racing and the Formula 1 team continue to be managed by Jerome Stoll, its president, and Cyril Abiteboul, its managing director."

ARTICLE: www.au.eurosport.com

Hulkenberg - Swith to Renault F1 Like a New Girlfriend!

Nico Hulkenberg has joked that his switch from Force India to Renault is like getting a new girlfriend after a long marriage.

Hulkenberg ended his affiliation with Force India last season to join the French manufacturer, after two stints at the team totalling five years (one as a test driver). The German driver hopes to be part of Renault's rise back to the front of the grid and he feels he had achieved all he could at Force India, especially after its fourth-place finish in last year's championship.

Asked by [the official F1 website](http://theofficialf1website.com) if the move would help him avoid getting into a routine of being in one place, he replied: "Exactly -- after my long 'marriage' with Force India I felt I needed a new girlfriend! Jokes aside, I am deeply grateful to Force India and left on an absolute high note.

"We had the most successful year in the history of Force India: P4 in the constructors' championship. That almost felt like dreaming the impossible dream -- and the dream came true! Nevertheless, I am convinced that



switching to a works team is the right step for me to achieve new successes. Both Renault and myself are challengers with good potential."

Renault struggled on its return as a factory outfit last year, but was hampered by the delayed takeover of Lotus at the end of 2015 and has since admitted to turning its attention to future campaigns at an early stage.

Hulkenberg is fully aware of how expectations differ at Renault to Force India, especially given the fact it returned to the grid to rekindle the glory days of old.

"At Force India we were 'best of the rest' behind Mercedes, Ferrari and Red Bull. But then again, we didn't have the prerequisites and sheer power of manufacturers, who enter the competition under completely different conditions.

"At Force India we turned a little into a lot. At Renault the next few years will be about turning a participant into a real contender -- one that makes use of the advantages of a manufacturer in the best way possible to achieve the racing success of the past. And believe me, we will!"

ARTICLE: www.espn.com.au

F1 Rules Will Shuffle F1 Pack

Nico Hulkenberg thinks Formula One's regulation changes could bring the paddock closer together after years of Mercedes dominance.

For the third successive season Mercedes were crowned constructors' champions as Lewis Hamilton and Nico Rosberg battled for the drivers' title, the German eventually winning the fight.

The 2017 season will see cars that look more "aggressive" as part of revised aerodynamic regulations, with wider, heavier and fatter tyres set to provide more grip.

Front and rear wings will also be wider, with the latter expected to be lower than the 2016 models.

Hulkenberg believes the changes could work to help his new team Renault close the gap and become more competitive across the 20 races.

"This year I believe the cards will be reshuffled a little due to the regulation changes, so it could be a good opportunity for us [Renault]," he told the F1 website.

"We at Renault are working hard to catch up so we can put ourselves in a position where we can score some points.

"I am very excited and super motivated to start work with my new team. But at the same time we have to be careful not to expect too much right away; we have to work hard - harder and better to catch the train back up.

"I am convinced that switching to a works team is the right step for me to achieve new successes. Both Renault and myself and challengers with good potential."

Reigning champion Rosberg will not be on the grid for Mercedes, though, after his shock retirement, which will be a disappointment for Hulkenberg for two very different reasons.

He added: "For sure it is a pity that Nico will not be back to defend his title. But I am also sure he knew what he was doing.

"For me - always the pragmatic person that I am - it will mean no more lifts to Grands Prix in his plane...that really sucks."

ARTICLE: www.sports.yahoo.com

RENAULT
SPORT F1

ROCC Retro Corner

ARTICLE: Provided by Lisa Molvig - Practical Classics May 2000

BUYERS DATAFILE

THE DAUPHINE was an instant hit on its launch in 1956, and within four years, it had notched up sales of over one million. Buyers appreciated its modern styling and light controls, and forgave the modest output from the 845cc engine. The Dauphine was also enthusiastically welcomed in the USA and spearheaded a successful export drive by Renault. By 1960, it was outselling the Beetle over there.

But life can be a roller-coaster ride. The three-bearing crankshaft was simply not able to cope with the high mileages covered by American drivers and, as the Dauphine gained a reputation for fragility, the stockpile of unsold imports mushroomed. Only by pulling in their horns and concentrating on the European market did Renault weather the storm.

Closer to home, criticism was levelled at the car's handling. With the engine slung

out back, it was always in danger of being labelled tail happy. The cheap swinging arm rear suspension didn't help, allowing the tail to break away without warning when cornering hard. In truth, this reputation was considerably exaggerated, and suspension revisions in 1960 improved handling on the limit.

Despite these shortcomings, the Dauphine had a successful competition career, even winning the 1958 Monte Carlo Rally outright. It was helped in this department by the introduction of the Gordini-Dauphine in 1958. With only minor tweaks under the bonnet, power was pushed up to 38bhp and four gears were squeezed into the regular 'box. This is perhaps the most desirable model today, but it doesn't command as much of a price premium as you might expect.

Although Dauphines came with a wide variety of trim and detail options, the only

other distinct model was the Ondine, produced between 1961 and 1963. This was a deluxe version of the standard car with plenty of extra brightwork and the four speed 'box, but still with the less powerful engine.

Generally, later cars are more usable in today's traffic. Power inched up from 30bhp to 32bhp in 1959, while the Gordini scaled the dizzying heights of 40bhp. The pathetic six-volt electrics were uprated to 12 volts in 1961, and drum brakes were replaced with discs all round in 1964.

The last Dauphine rolled off the production lines in 1967, the last Gordini in 1968.

SPARES CHECKOUT

BODY

YOU MUST be joking. Sills are about the only panels being remanufactured, but some owners report that considerable work is needed to make them fit.

Renault Dauphine

A tiny car packed full of French character, guaranteed to make you smile



Otherwise it's a case of prising secondhand or new-old-stock out of the hands of other owners. A surprising amount of stuff is squirrelled away in lofts up and down the country, but prices vary wildly. Wings are hard to repair because there is barely a straight line on them, but most other common rot spots are uncomplicated and easily patched.

MECHANICAL/ELECTRICAL

SOME detective work might be required, but most parts can be found. Head gaskets turn up at autojumbles, but the plastic-coated originals seal better than copper ones. The Solex carb is unique to the Dauphine, but a recent wanted ad in *Going Spare* generated 24 calls offering them for sale.

You can get shocks and brake shoes from France, but be sure to specify how many you want because they are sold individually and not as axle sets. Wet liners, pistons and cylinder heads are all getting scarce, but service items such as points and bearings are available over the counter from most factors. Surprisingly, so are seal kits for the brake calipers, which are unique to this car.

INTERIOR TRIM

INTERIORS are basic, so there is little to go wrong. Vinyl on seats is plain and can be replaced, but you have to settle for a close match of cloth trim. The dash is painted metal, and all brightwork except the bumpers and door handles is stainless steel. It survives well, which is good

because there is little hope of finding replacements. Gordini and Ondines had extra chrome, but they are so rare today that nobody notices a few missing bits anyway.

GIVE ME THE FACTS

IMPORTANT PRICES

DIY engine rebuild: £400

Dampers: £30 each

Windscreen: £150

CHEAP:

Exhaust (mild steel): £50

Clutch kit: £50

STEEP:

Exhaust (stainless): £375

Secondhand prices can be cheap or steep. It all depends on your negotiating skills and the seller's desire to raise some cash.

WHAT TO PAY

Projects can go for a nominal sum, and even the best cars struggle to top £2000. Gordinis fetch a premium, but don't be fooled by optimistic asking prices; they are only worth a couple of hundred quid more.

INSURANCE

Comprehensive cover for a Dauphine worth £1500, based in Peterborough:

£98.70 for a 25yo, 2 years' NCB,

unlimited miles, no garage, clean licence.

£68.25 for a 42yo, full NCB, 3000 miles, second car, garaged, clean licence.

(Quotes from Firebond, 07000 347326)

JOIN THE CLUB

Rear Engine Renault Club

Renault Owners Club

BEST BOOK

No specialist books, but most books on Renault have a few pages about the Dauphine.

EXPERTS SAY...

Don't worry about...

- ◆ Rot on the flat panels.
- ◆ Tatty interiors.
- ◆ MoT failures caused by excessive play in the steering.
- ◆ Leaking brake calipers and cylinders.
- ◆ Non-original engines.

Beware of...

- ◆ Rotten wings.
- ◆ Cracked heads.

- ◆ Worn cylinder bores.
- ◆ Missing or damaged bumpers.
- ◆ Blocks cracked on lefthand side.
- ◆ Rot around the front suspension turrets.

SPOT THE ROT

Apart from the wings, most major rot spots are relatively flat and easy to repair. But to assess the amount of work needed, check the following:

- ◆ All over all the wings.
- ◆ Below the headlights.
- ◆ Doorskins (but not the frames).
- ◆ Chassis legs and crossmembers.
- ◆ Floorpan between boot and front seats.

BODGEWATCH

Most Dauphines on offer are straight and unmolested, but it pays to check the sills. These should extend behind the front wings, but finish just ahead of the rear ones.

IDENTIFYING MARKS

- ◆ **Engine number:** plate riveted to right-hand side of engine block.
- ◆ **Chassis plate:** an oval and diamond plate in the front boot. Contact the Rear Engine Renault Club with these numbers to make sure a Gordini is genuine.

PARTS SPECIALISTS

◆ JEM, Leics (Brakes) (01455 230626)

Try the following French companies. Fax your requirements and pay with Visa.

◆ Nep Retro (Fax: 00 33 555 002796)

◆ Melun Retro Passion (Fax: 00 33 164 813109)

◆ Meca Parts (Fax: 00 33 248 211398)

◆ RCA (Fax: 00 33 134 977213)

HOTLINKS

■ Price Guide: page 167

■ Club Guide: page 176

■ Best website:

<http://homepages.tesco.net/~rear-engine/renault/index.htm>

DRIVING

- ◆ Very light steering makes for easy parking.
- ◆ Soft suspension gives plenty of body roll, but roadholding is good.
- ◆ Six-volt electrics not up to night driving.
- ◆ Large gaps between gears on three-speeders.

SPECS

	Dauphine	Gordini Dauphine
ENGINE	845cc/4-cyl	845cc/4-cyl
POWER (bhp@rpm)	30/32/4200	38/5000
TORQUE (lb ft@rpm)	50/2000	48/3300
GEARBOX	3-spd man/4-spd	4-spd man
TOP SPEED	64mph	72mph
0-60MPH	44sec	31sec
CONSUMPTION	35mpg	35mpg
LENGTH	12ft 11in (3.94m)	12ft 11in (3.94m)
WIDTH	5ft (1.52m)	5ft (1.52m)
WEIGHT	1433lb (650kg)	1433lb (650kg)

OUR EXPERT

KEVIN GOULD is membership secretary for the Rear Engine Renault Club. He bought his Dauphine 10 years ago as a restoration project, and now uses it all year round.



Gordini-Dauphine model was introduced in 1968. Power was pushed to 38bhp.

Turn the page for four alternatives

BUYERS DATAFILE

The alternatives



FIAT 600

ALWAYS WITH more than 600cc, initial capacity of 633cc was raised to 767cc with the introduction of the 600D in 1960. And it's water-cooled, unlike its more famous smaller cousin. It all adds up to a whopping 29bhp.

DON'T WORRY ABOUT: finding mechanical bits. Most are available, and fitting better parts from later models is easy.

BEWARE OF: very rough pre-'65 cars (with the suicide doors). Bumpers and trim are much harder to find. Very little is available for the Jolly.

WHAT TO PAY: finding one will be your biggest problem. Pay around £500 for a restorable 600D, a couple of hundred more if it has a full-length sunroof. Good home-restored 600s can fetch up to £5000. If you need to ask the price of a top Jolly, then you can't afford it.



NSU PRINZ 4

WITH 598 air-cooled cc's, this Prinz was never a road burner. But cruising at over 60mph is quite possible. And with rack and pinion steering, fully independent suspension and synchromesh on all four gears, it is great to drive. Sports Prinz had a pretty coupé body by Bertone.

DON'T WORRY ABOUT: clanking noises at tickover. Caused by play in the geartrain, cars go forever like this. The strap drive to the cam looks horribly complex, but it is reliable.

BEWARE OF: new front bonnets and floorpans are unavailable for the 4, and the ripple pattern on floors is hard to repair. For the Sport Prinz, no body panels are available anywhere.

WHAT TO PAY: Prinz 4s in poor condition can be had for a nominal sum, with top cars fetching up to £2000. Sunroofs and cloth upholstery add to the value. Sports are very rare and desirables and prices for top examples can reach £3500.



FORD 100E

MENTION THE 100E and most people think of outdated sidevalve engines, three speed 'boxes and vacuum wipers. But the cars also boasted unitary construction, hydraulic brakes, MacPherson strut independent front suspension and 12-volt electrics. It all adds up to a roomy family car with good handling.

DON'T WORRY ABOUT: whining axles, which can carry on forever. Leaking steering boxes can be reconditioned, but a thicker grade of oil might sort the problem sufficiently.

BEWARE OF: noisy bottom ends and fuming from the oil-filler cap. Engines generally last only 50,000 miles and are costly to rebuild nowadays. Leaking halfshaft seals let oil into the rear brakes, and a special tool is needed to remove the drums.

WHAT TO PAY: projects for a couple of hundred quid and top cars for under two grand. Colours and two or four doors don't affect price — it all comes down to personal preference.

AUSTIN A30/A35

CHEAP TO buy and run, but restoration costs can quickly exceed its market value. Bigger engine in A35 is more usable, but there's loads of uprating gear out there to boost handling and braking on all cars.

DON'T WORRY ABOUT: drooping doors. It's usually caused by wear in the hinge bushes, but they are easy to replace. Few replacement panels, but repair patches can cope with all but the rustiest cars.

BEWARE OF: rust inside the boot behind the rear lights. This area forms part of the rear spring hanger and is difficult to repair. And don't underestimate the cost of replacing seized brakes, which could set you back £450 in parts.

WHAT TO PAY: £300 gets you a project saloon, but one you can drive away may be over a grand. Vans cost a few hundred pounds more, but they are rising in value as businesses snap them up for advertising. Genuine Countryman estates are very rare and hard to value, while pick-ups are very trendy and can change hands for over £6000.



ROCC Technical Help

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

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

Model	Contact	Phone
750/4CV	George Cook	((02) 4472 4237
Dauphine	George Cook	(02) 4472 4237
Florde	George Cook	(02) 4472 4237
R4	Simon Fitzpatrick	(08) 8260-6408
R5	Alastaire McIntyre	(02) 6258-3924
R8/10	Nick Hulskamp	(02) 4472 4237
	George Cook	(02) 4847-5081
	John Elsom	(02) 6288-7737
R12	Nick Hulskamp	(02) 6254-1394
	Mark Christie	(02) 4868-2391
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

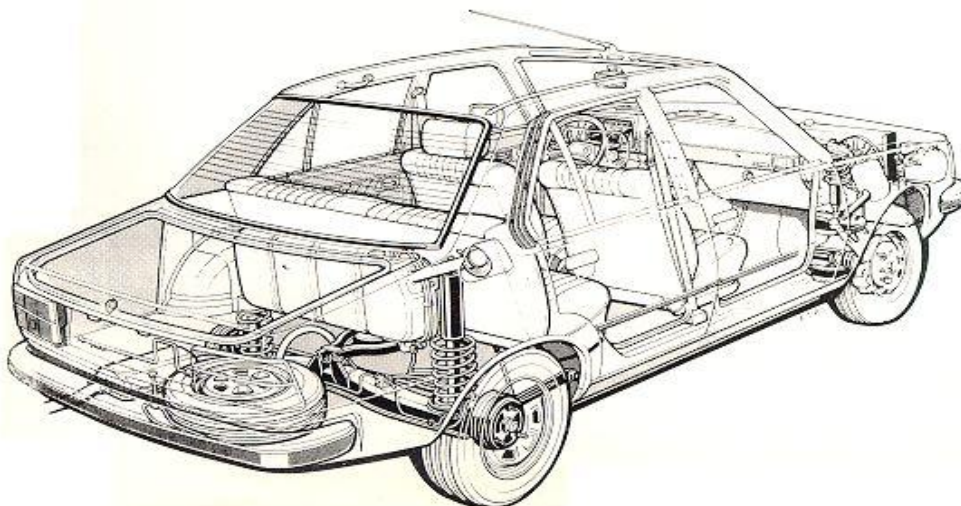
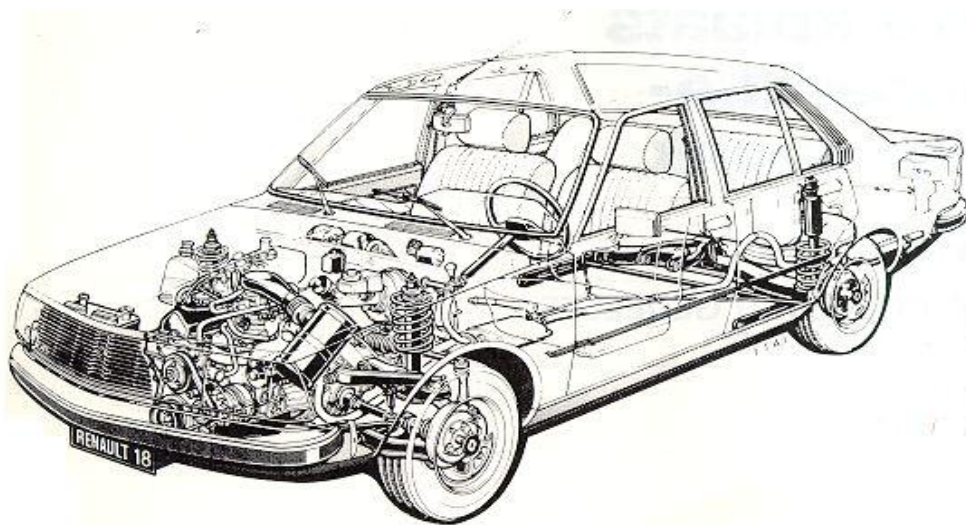
Brake hose clamps x 2, Gudgeon Pin install

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.

WANTED: 4 13 inch x 6.5 or 7 inch 3 stud rims for the R17TS
Phone Luke on 0415164550 or email:
karenluke@grapevine.com.au

WANTED: 1 x Renault Laguna 2 Rim – 17 inch as per photo shown adjacent. Tire size 225/45/17.
Contact Luke Drady on Ph: 0415164550
or
email: karenluke@grapevine.com.au



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 Darcia t/top projects.
Photos can be provided.
I am also selling my Wife's 2005 Megane CC 2ltr auto as we no longer require it - as we have the Laguna and C5 diesels.

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

Your Classified Advert Here.

Email the Editor!!

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:.....

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Australia's favourite French car[#]



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Sales Manager
ROLFE RENAULT
152 Melrose Drive
Phillip ACT 2606

Tel : +61 (0)2 6282 8000 -
Fax : +61 (0)2 6260 4859
www.rolferenault.com.au



DRIVE THE CHANGE

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.ozrenaultsportcom>

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

