



# ROCC NEWS

## July 2017

Issue Number 346

MONTHLY NewsLetter of the Renault Owners' Club of Canberra Incorporated.  
1898 – 2017, Celebrating Renault's 119 years.  
[www.facebook.com/RenaultOwnersClubCanberraassn](http://www.facebook.com/RenaultOwnersClubCanberraassn)



Battle of Waterloo – Sunday June 18 - Queanbeyan

### In This Issue

New Alpine Engined Espace  
New Megane IV Wagon  
Cold Airbox for A110 – Barry McAdie

**Next Meeting: 20 July 2017 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 48 005 297 807, 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 write this editorial on Bastille day which is incidentally Lachlan's 18<sup>th</sup> birthday as well!! Happy birthday Lachlan!

We have finally got the R25 V6 conversion to a state where the car starts and we have been able to take her on a few test drives. The UN1 box feels silky smooth and the manual gearchange really transforms the car. I love it. Still a number of little things to get right and sorted though before I trust it on a decent drive. Took me weeks to sort out the correct wiring to allow the starter to engage on ignition. Thanks to many on Facebook for their assistance and help with that little issue. I still have 3 gauges that are not functioning as a result of the removal of the auto gearbox electrics; The temp gauge, the oil pressure and oil level gauges. Once sorted the car will almost be ready for 'daily' driving.

I must admit the car is totally transformed and the sweet PRV V6 mated to the Un1 box is just magic and revs really well too. Completely different in its power delivery when compared to the R25 GTX J7T motors. It doesn't have the massive torque curve up to 4K and then nothing like the J7T, but rather progressive smoothness all the way up to 6,000rpm. Lovely I must say. Unfortunately, on one of her first test drives we blew a radiator hose and lost all the coolant – which made a mess of the engine bay. The plastic pipework at the top of the radiator snapped from fatigue. Here comes the need for a nice alloy radiator!

We are hoping to make the trip up to Sydney for French Car Day in the R17 with the Megane Wagon in tow (as we have to stop by fellow member Mark Christie in Moss Vale to drop of some auto transmissions and pick up some other parts).

Hopefully it's a lovely day in Sydney on Sunday and also that the R17 can handle the forecast minus 6 for Sunday morning!

While in Sydney we aim to discuss the future of our own club and flesh out some options for combining with other ACT French car Clubs or becoming an affiliated member of the NSW club. This might ease my editorial duties too!

Hopefully we will see you soon at our new club venue in the near future, unfortunately it is the same night we have training which also finishes at 8pm.

*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 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](mailto: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](mailto: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](mailto:khorsfall@bigpond.com.au)

**George Cook** - 6 Blairs Rd, Long Beach,

NSW 2536. E-mail: [tiabunna@internode.on.ne](mailto:tiabunna@internode.on.ne)

## PRESIDENT'S PAGE

Bon jour Renophiles

On Sunday 18 June we participated in the annual Battle of Waterloo at Queanbeyan Park – coincidentally the same date as the original battle in 1815. The weather was cold in the morning but sunny later which added to the great atmosphere of all the British and French cars on display. The event was organised by the Peugeot Club and sponsored by Shannons. A huge thank you must go to the Queanbeyan-Palerang Regional Council for its enthusiastic support for the event to be hosted at the park.

This support is very welcome as venues in the ACT for car displays have been severely restricted by the National Capital Authority. Alas, the British won again with 50 cars to 30 French cars even though our numbers were boosted by some visitors from Sydney. Peter Bray of the Council welcomed all to the show and mentioned we would be welcome in future years. He presented certificates to the owners of the “best” French and British cars as judged by an independent observer from the Chev Corvette fraternity and they also received a bottle of French wine.

I was lucky enough to have my Alpine Renault A110 judged as the “best” French car while a relatively new Bentley was judged as the “best” British car.

The next event on the to do list is the Sydney French Car Day at Silverwater Park on Sunday 16 July and I intend to be there. A story on the day with photos will be in the next ROCC News.

While I am at the Sydney FCD, I will be discussing with the RCCA the future of our club. The discussions will be without commitment and intended to flesh out the option of forming a local branch with the RCCA. Details will be included in a discussion paper currently being prepared for consideration by members in the near future. The paper will detail other options, including merging with the Peugeot club to form a new French Car Club of Canberra.

So far, we have only received views on the future of the club from Kevin Audsley, before he passed on, and from Lisa as well as the President of the Peugeot club. If you are interested in the future of our club, I urge you to email any views to a member of the Committee so that they may be taken into account in the discussion paper.

On the F1 scene, our own Daniel Ricciardo is doing well in the Red Bull Renault with a win in Azerbaijan and four 3rds in Spain, Monaco, Canada and Austria while the Renault works team has scored some points with Nico Hulkenberg finishing in the top 10 in some races. Let's hope they do well in the next race at Silverstone in the British GP on 14-16 July.

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

A stylized, handwritten signature in black ink that reads "fuego".

**RENAULT OWNERS CLUB of CANBERRA  
MINUTES OF COMMITTEE AND GENERAL MEETING  
SHANNONS, Fyshwick, 11/05/2016**

**COMMITTEE then GENERAL MEETING**

**ATTENDANCE:** Barry McAdie, Lisa Molvig, Paul Jones, Fred Cook, Michael Pedevin. First meeting at new venue provided by Shannons – thanks to Shannons.

**APOLOGIES:** Leigh McEwan, Luke and Lachlan Drady.

**MINUTES OF PREVIOUS MEETING:** Dated 11/5/2017. Accepted.

**CORRESPONDENCE IN:** Nil as Secretary not in attendance.

**CORRESPONDENCE OUT:** Usual emails to members sending the newsletter, Invoice for newsletter sponsorship sent to Rolfe Renault and Canberra Continental Service Centre. Annual return and \$40 membership sent to ACT Council of Car Clubs.

**TREASURER'S REPORT:** Total members 26. Cash balance total \$9020.94. It was noted that payment of \$130 for sponsorship has been received from Shannons.

**SOCIAL REPORT:** See Lisa's listing in newsletter. Battle of Waterloo is next event on 18 June at Town Park in Queanbeyan. Car drive to Marulan the following Sunday 25 June. Sydney French Car Day is on 16 July at Silverwater Park.

**NEWSLETTER:** Great work as usual by Luke.

**TECHNICAL:** Nil.

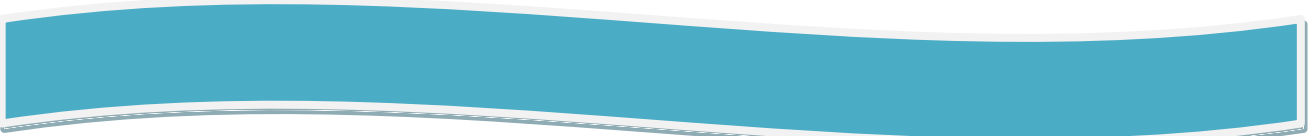
**WEBSITE:** Nil but club Facebook page is operating well.

**GENERAL BUSINESS:** Barry to check with Andrew Sadow whether there was a need to advise the Hellenic Club that ROCC has a new meeting venue and the club's services are no longer required.

Meeting concluded at 8.45pm.

**NEXT MEETING:** 20th July.

Barry McAdie  
President  
17/6/2017



# Social News and Events

## French car drives in 2017

Program of French car drives together with Peugeot and Citroen clubs, 4<sup>th</sup> Sunday of even months:  
I am currently planning the drive events for 2017.

Here are the dates and planned destinations:

**June 25:** Marulan- historic walking tour of town and lunch at Meridian Café. This event was well attended despite the chilly day. Sixteen people came for lunch from all three clubs. Prior to eating some of us went for a walk around the town to look at the historic buildings.



Marulan General Store, above and  
Royal Hotel, right. Photos - taken by  
Lisa Molvig June 25 2017



**August 27:** Hunter Valley French Car Day: make own arrangements for accommodation. Many options available in area, including at the venue. Nightingale Winery offers all levels from free camping to luxury villas – see advertisement below.

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

**December 3:** evening Christmas BBQ by Lake Ginninderra.

## Past French Car Drives:

Nil to report

## Past interstate Events:

Nil to report for April 2017



## Local and Interstate Events in 2017:

**Sunday June 18 - Battle of Waterloo** The 2017 event was held in the Queanbeyan Town Park (next to the Brad Haddin Oval).

This event is held by the Peugeot Association of Canberra in partnership with the Renault Owners Club of Canberra. A great event with sunny weather. Venue is pleasant though better in summer if you are looking for a shady park to keep cool. Markets in adjacent park area were a bonus. I counted 59 British cars and 29 French, but the official count was 47 to 29. Many British cars arrived late. The French contingent comprised 6 Renault, 14 Peugeots, 9 Citroens and a Motobecane bicycle. Barry received an award for best French car, a similar award was given to the British side. Also lucky door prizes of French wine. See photos below Social Pages.

**July 15 | Christmas in July,** Lanyon Homestead, organised by Peugeot Association of Canberra.

**16 July - Sunday | Sydney French Car Day.** Silverwater Park. Same entry fee as past years - \$10 per car payable as you drive into the entry gate. Come and enjoy the day, we speak Citroen, Simca, Peugeot, Renault and any other French marque.

It commences at about 9 am, but arrive at anytime up to 11:30, by then everyone should be there. Tyre kickers will be at the park on that day only for July. No need to prebook, just arrive in your favourite French cars.

If you want to enter your car in the concourse, the cut off time is noon. So be there well in advance of that time so that the judges can arrange their inspections. There is no additional cost for entering the concourse.

Each marque will judge and enter its best cars into the final judging against all other marques. From those finalists will be selected the best French car on the day.

There is an award each for, in the opinion of the judge if there is a worthy recipient, the best dressed male and the best dressed female, this is in addition to the categories for the cars. I might even have a medallion for the furthest travelled.

**August 27:** Hunter Valley French Car Day: make own arrangements for accommodation. Many options available in area, including at the venue. Nightingale Winery offers all levels from free camping to luxury villas – see advertisement below.

**October 1 | French car festival, Melbourne** - The French Car festival will be held on October 1st at the Buchanan oval in the Macleay Park located at the junction of Buchanan Avenue and Belmore Rd in Balwyn (Melways 46C5). Car are expected to arrive at about 10:00 and the displays should be at peak at 12:00 with awards at about 14:00 and completion by about 16:00.

**Thankyou - Lisa – Social Secretary**



# RENAULT





# New ROCC Meeting Venue - Shannon's Fyshwick

**Address:**

20/2 Yallourn St, 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.





# Annual Hunter Valley FRENCH CAR DAY



**Sunday  
27<sup>th</sup> August  
9am to 5pm**



**02 6579 1499**

[www.nightingalewines.com.au](http://www.nightingalewines.com.au)

Live Music  
French inspired  
Food Stalls  
Serving  
Breakfast and Lunch



Prizes Awarded -  
Best Renault, Best Citroen  
Best Peugeot, Best Simca  
Best Non French, Best Daily Drive  
Prized Lemon, Best in Show

**Free raffle**

Major Prize  
Overnight Stay  
and dinner











Battle of Waterloo – June 2017





# Renault Launches 2017 Espace With Alpine's Turbo Engine



Renault is launching the 2017 Espace in Europe, releasing at the same time all the details and a new gallery.

The subtle update of the fifth generation Espace hasn't changed much for the flagship crossover model that's been around since 2015.

The most important update is the addition of a new powertrain developed by Renault Sport: it's the new Energy TCe 225 EDC which is the same engine that debuted with the Alpine A110. However and instead of the Alpine's 252hp, the turbocharged 1.8-liter engine is tuned for 225hp and 221lb-ft (300Nm) of peak torque.

The new turbocharged 1.8-litre petrol will be offered exclusively with a seven-speed dual-clutch transmission. Renault claims a 7.6 sec for the 0-62mph (100km/h), with fuel economy NEDC-rated at a combined 6.8lt/100km (41.5mpg UK) and 152gr/km of CO<sub>2</sub>.

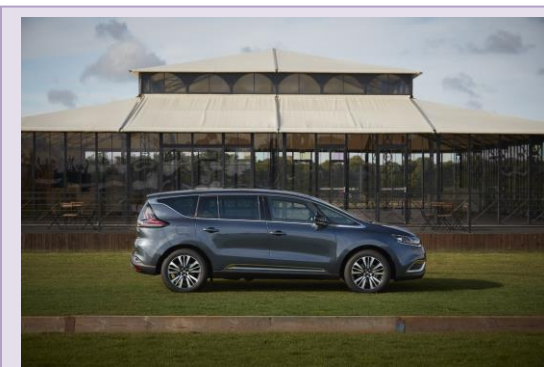


The 2017 Renault Espace is also available with two diesel units, the entry-level dCi 130 and the dCi 160 with a dual-clutch automatic transmission.

Renault has also added a new color, Titanium Grey, to the exterior palette and two new wheel options, measuring 18- and 19-inches in diameter. The 2017 Espace also gains ventilated front seats, a Graded Sable Grey leather upholstery option and new interior LED lighting.

The latest version of Renault's R-Link 2 infotainment system is also present, with new connected features, Apple CarPlay and Android Auto, a new My Renault app and more.

The chassis retains its 4Control four-wheel steering system and adaptive dampers for better handling and ride quality, keeping the passengers relaxed and comfortable. The cabin, which can also be specified with a seven-seat layout, was designed to remind a lounge as well as offer class-leading practicality.



Renault is offering a special executive version of the 2017 Espace, which replaces the three second-row seats with two individual four-way adjustable heated seats that are divided by a second-row centre console in true Business class-style.

ARTICLE: [www.carscoops.com](http://www.carscoops.com)





# COLD AIR BOX FOR ALPINE A110

## COLD AIR BOX FOR ALPINE A110 – Barry McAdie

I started off with the premise that I would do no body modifications and that the whole thing could be dismantled and returned to original state if needed.

I was inspired to do my system after seeing a similar concept on another Alpine with a R16 motor that was for sale on <http://www.carandclassic.co.uk>. See photo 1.



Photo 1

First up I removed all the bits from inside the rear right guard space like the coolant overflow bottle, the jack and crankcase emissions receptacle (they are now in the LHS guard space). I also replaced the coolant filler tank to create more space to work in.

Next I worked up some templates using 2mm MDF to give me a feel of what was possible. The idea was to isolate the space in the RHS rear guard from engine heat and allow it to collect cold air thru the standard flute.

I bought some 3mm plain aluminium sheet from Alucom (pretty cheap) and aluminium angled pieces from Bunnings along with 6mm flange bolts and nuts. The silicon hoses came from Rocket Industries and the end pieces that secure the silicon hoses were specially made by a good local engineer who builds rally cars (photos 2 and 3).



Photo 2



Photo 3



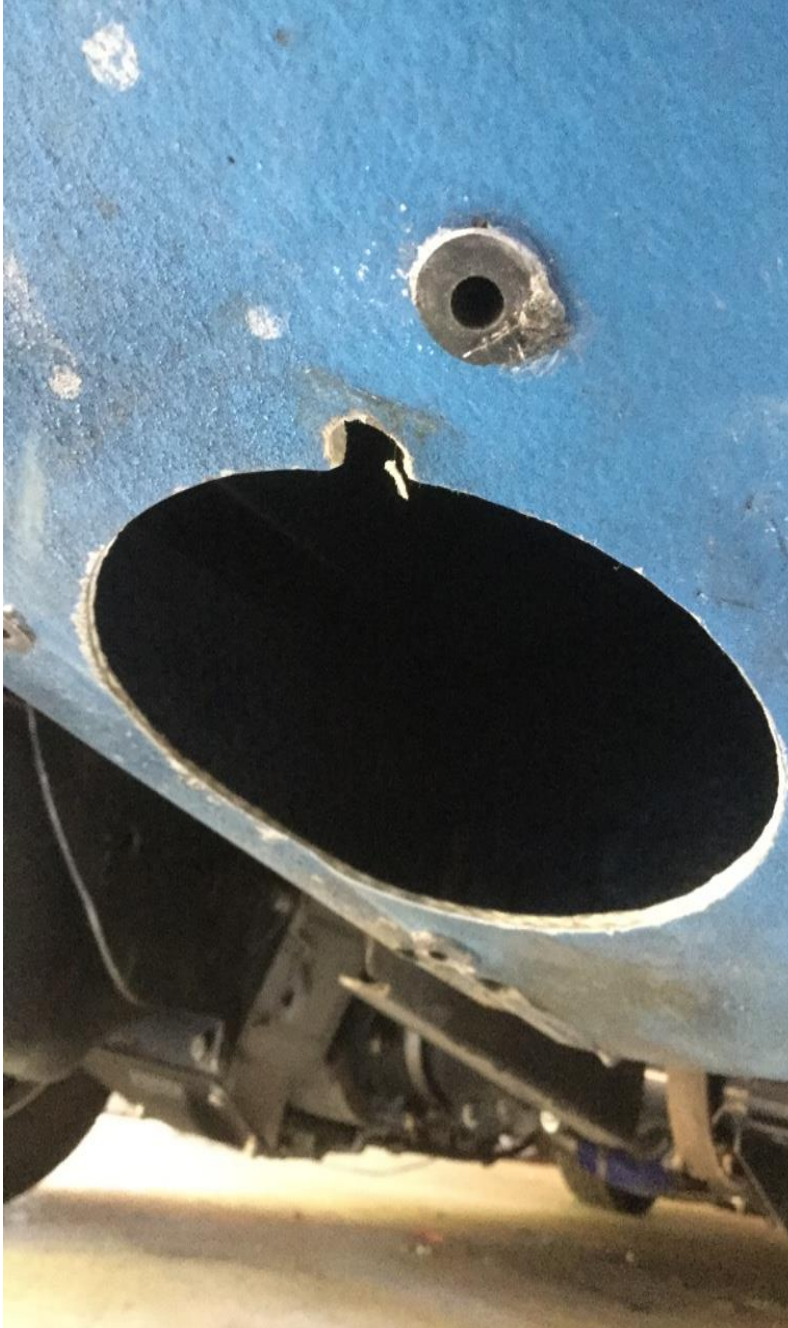
The cold air box is built in two sections. The bottom bit fits between the engine chassis and the body for the RHS guard and can be secured easily at the bottom corner of the engine chassis. The rest of the sheet is a tight fit. The sheet has aluminum angle fitted with 6 mm flange bolts and screws and provides the base to secure the top section. Photo 4 shows the template for the bottom section, a piece of aluminum angle used on top of the top section and also on the bottom of the top piece. The top section is shown with blue plastic covering still attached and markings for the flange end pieces for the hoses before drilling the holes.



Photo 4

The top section was much harder to do (took me 4 goes). You start off making a rough outline of the

underbody where it will fit and file it down to shape leaving enough space to add rubber door seals later. Because my carbies tilt slightly upwards, I made a bend in the sheet at the bottom to line it up with the carbies and then bent it back the other way so the top edge would fit under the edge of the rear guard. See Photo 4.



Then when you are done, you line the top sheet up with aluminum angle attached to the bottom and line up your carbies with the hoses and special flanges attached as well as door seals and use a marker pen to identify where you need to drill holes to attach the flanges to the aluminum sheet. Outlining the flanges is sufficient and then you remove the top sheet and drill the holes for the flanges. You then use these to mark where you need to use a hole saw to make the openings for the air intakes.

Once that is done you do a trial fit and make careful adjustments to the top profile of the aluminum sheet after trail fitting the hoses, flanges and door seals. You then secure the top sheet to the bottom sheet again using flange bolts. Best to have them in place when you squeeze on and secure the hoses with hose clips. Hoses can be squeezed on with some persuasion when everything else is secured and don't forget to put the hose clips on at the same time. Hose length may need to be adjusted as you go - mine are about 9cm long.

Photo 5

I also made a 6 inch hole in the bottom of the rear guard section

(photo 5) and inserted a LED light so you can see if you need to do any adjustments on the road. The hole is covered by a mesh screen held by a chrome gear box cover and small ram nuts (photo 6). The top sheet holds the trumpets and screen filters on the inside of this cavity and are attached before you attach the hoses and fix the top sheet to the bottom sheet. The air intake is also fitted before then and has a foam filter (photo 7).





Photo 6



Photo 7





Photo 8

One tip - keep the blue covering on the aluminium until just before assembly and have so it faces inboard to the engine. That way, you will get a great finish with no scratches hopefully.

Thank you I hope you enjoyed this article – Barry McAdie



**New Alpine A110 – Still a possibility for Australia**



# 2017 Renault Megane Wagon Review



THE Renault Megane GT hatch has been joined by a wagon version that offers more in terms of space and practicality without compromising performance.

## WHAT IS IT?

Renault has expanded its popular Megane range with sedan and wagon variants joining the hatchback, headlined by the range-topping GT wagon that shares much with its hatch namesake including its 1.6-litre turbo engine, Renault Sport suspension and four-wheel steering, while bringing extra practicality.

## WHY WE'RE TESTING IT

The Megane GT has won hearts and minds in Australia so it's intriguing to see how its very-warm hatch performance translates into wagon form.

## MAIN RIVALS

There are few small performance wagons here for around \$40,000, but you could chuck in the Mini Clubman Cooper S and perhaps the medium-sized Skoda Octavia RS 162 TSI.





### THE WHEELS VERDICT

The Megane GT wagon retains the desirability and driveability of the hatch while introducing new levels of practicality that make it a great little all-rounder.

*PLUS:* Attractive interior and exterior design, more space and comfort than hatch, road holding

*MINUS:* Unintuitive cabin features, no smartphone mirroring

### THE WHEELS REVIEW

THE mist-soaked winding roads south of Albury were as good a place as any to try out the Renault Megane GT wagon's handling and four-wheel steering and to see how they compared to the similarly equipped hatch.



Renault's 4Connect steering system provides the manoeuvrability of a shorter wheelbase vehicle by slightly pointing the rear wheels in the opposite direction as the front wheels. At speeds above 60km/h, or 80km/h in Sport mode, the rear wheels pivot slightly in the same direction as the front for greater stability.

On the Murray Valley Highway this translated to incredibly direct and precise steering particularly in Sport mode, that complemented the wagon's impressive body control and Renault Sport suspension that allowed the it to recover quickly over the bigger bumps.

Like the Megane GT hatch, the wagon is a deceptively quick and agile car. The 151kW/208Nm 1.6-litre turbo engine is coupled with a seven-speed dual clutch transmission that responds well to revvy turbo's mid-range torque. This comes with advanced Multi-Downshift Control, which controls gear-down shifting, though in the wet and winding conditions it didn't keep up enough to avoid mid-corner braking. Flicking to manual mode and using the paddles, or the gear shift with a pleasing push-forward downshift, felt more controlled and enjoyable.

That said you need pianists' fingers to use the gangling paddles that don't move with the steering wheel and block the light and wiper stalks so you can't see how they're set. And the gear stick is a little too far forward.



Unlike the GT hatch, road noise on the coarse country B-roads was surprisingly subdued despite running on the same 225/40 R18 tyres, probably because of the small windows wedged between the sloping roofline and raised shoulder and the chunky but light tailgate.

Both the wagon and sedan are 269mm longer than the hatch with an 11mm longer wheelbase, resulting in 216mm more rear legroom and rear seat backrest angled further back for extra comfort.



The wagon's 503-litre boot space expands to 1504-litres with the 64/40-split rear seats folded down and is significantly bigger than the hatch's 434L/1198L capacity. Its sloping roof line means a tighter rear opening, but the tailgate, which opens automatically by swiping your foot underneath, lifts beyond 90 degrees to help facilitate loading and prevent head injuries.



The extra space sees a 38kg weight gain over the hatch resulting in a 0.3sec slower 0-100km/h time of 7.5 seconds, but the same claimed combined fuel economy of 6.0L/100km.

Up front is virtually identical to the hatch with the 8.7-inch portrait-format screen, ambient lighting, heavily-bolstered sports seats and blue contrast stitching and blue metallic highlights on the door trims and soft-touch surfaces, though the cup holders on the centre console are still ridiculously small.





Outside you'll find the same distinctive C-shaped front LED running lights and eye-catching rear-light arrangement that stretches across the tailgate. And while the roofline is longer than the hatch's it still has the bulging shoulder line and raked forward tailgate that subtly harks back to the delightful Gallic quirkiness of Renaults past.

Small wagons make up just five percent of C-segment sales in Australia and of these the Megane GT is the only one that offers the kind of sports performance and handling that fills the void between hot hatch enjoyment and small-SUV practicality.

#### SPECS

**Model:** Renault Megane GT wagon

**Engine:** 1618cc inline four, dohc, 16v, turbo

**Max power:** 151kW @ 6000rpm

**Max torque:** 280Nm @ 2400rpm

**Transmission:** 7-speed dual-clutch

**Weight:** 1430kg

**Fuel economy:** 6.0L/100km

**0-100km/h:** 7.4sec (claimed)

**Price:** \$39,490

**On sale:** July



# RENAULT



Battle of Waterloo – June 2017 Queanbeyan

## Formula 1 Update



### Renault keeps engine focus on reliability



**Renault boss Cyril Abiteboul says continuing to improve the reliability of its Formula 1 engine remains its priority over any performance gains.**

Customer team Red Bull said at the start of the season it was expecting to wait until the Canadian Grand Prix for a major upgrade, but Renault said this would be delayed until July.

It later added reliability would be the chief focus of that update while saying Red Bull had been wrong with its communication.

Abiteboul has since stressed that with its deficit to rival engine manufacturers smaller than in previous years, Renault would continue to focus on improving the dependability of its engine.

"No, there won't be," Abiteboul told Autosport when asked if a major step was coming.

"I'm sorry, including for myself and the yellow team, but there is no such magic bullet any more.

"The way our engine development is working is we are now in a constant world of development.

"Last year we were in a position that we were suffering a deficit that was such that by bringing something, there was a clear difference to all teams.

"It's not going to happen this year, even next year, because now the gap has reduced in such a way that it's all about small, small steps that eventually will bridge the gap to the leaders.

"We have better reliability. Maybe we will continue to have some difficulties because we're still using the first engine of the season.



"But with the engines that will be introduced, they will have a much better reliability rate, which means that we can improve in terms of mileage that we can cover at maximum performance.

"Mercedes has talked about that, and it's the same thing on our side.

"It gives us also the possibility to explore different utilisation modes of the engine, which will be starting to do in the next few races.

"There will be more changes of the hardware also to improve the reliability."

He added however that an update to improve the engine's performance could also be introduced before the end of 2017.

"There might be also later in the season introduction of new hardware to bring more performance; but the first thing is reliability," he said.

"We are thinking in particular of power unit number four, because power unit number three already exists.

"If we had a blow-up in Montreal, number three already existed.

"There will be continuous small steps, and there is also a healthy step that we are trying to build-up for next year.

"We are already well advanced for next year's engine, which is representing a certain innovation in one particular area.

"But even there, it's a composition of small steps, everywhere on the engine package."

ARTICLE: [www.autosport.com](http://www.autosport.com)



**THE POWER TO CONQUER. A DRIVE TO THRILL.**  
**THE INCREDIBLE RENAULT DUSTER RxL 110 PS.**



- = Powerful **110 PS dCi** engine
- = Advanced **6-speed** transmission
- = Premium **beige** interiors
- = **Dual airbags**, ABS+EBD

**LIMITED PERIOD OFFER**

- = Renault Duster RxL at **₹10.45 lakhs\***
- = **2 Years** Additional Warranty
- = **4-Year** Roadside Assistance



# 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**

# FORMULA 1 Azerbaijan GRAND PRIX - 25 June 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	51	2:03:55.573	25
2	77	Valtteri Bottas	MERCEDES	51	+3.904s	18
3	18	Lance Stroll	WILLIAMS MERCEDES	51	+4.009s	15
4	5	Sebastian Vettel	FERRARI	51	+5.976s	12
5	44	Lewis Hamilton	MERCEDES	51	+6.188s	10
6	31	Esteban Ocon	FORCE INDIA MERCEDES	51	+30.298s	8
7	20	Kevin Magnussen	HAAS FERRARI	51	+41.753s	6
8	55	Carlos Sainz	TORO ROSSO	51	+49.400s	4
9	14	Fernando Alonso	MCLAREN HONDA	51	+59.551s	2
10	94	Pascal Wehrlein	SAUBER FERRARI	51	+89.093s	1
11	9	Marcus Ericsson	SAUBER FERRARI	51	+91.794s	0
12	2	Stoffel Vandoorne	MCLAREN HONDA	51	+92.160s	0
13	8	Romain Grosjean	HAAS FERRARI	50	+1 lap	0
14	7	Kimi Räikkönen	FERRARI	46	DNF	0
NC	11	Sergio Perez	FORCE INDIA MERCEDES	39	DNF	0
NC	19	Felipe Massa	WILLIAMS MERCEDES	25	DNF	0
NC	27	Nico Hulkenberg	RENAULT	24	DNF	0
NC	33	Max Verstappen	RED BULL RACING TAG HEUER	12	DNF	0
NC	26	Daniil Kvyat	TORO ROSSO	9	DNF	0
NC	30	Jolyon Palmer	RENAULT	7	DNF	0

# FORMULA 1 GROSSER PREIS VON AUSTRIA 9 JULY 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	77	Valtteri Bottas	MERCEDES	71	1:21:48.523	25
2	5	Sebastian Vettel	FERRARI	71	+0.658s	18
3	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	71	+6.012s	15
4	44	Lewis Hamilton	MERCEDES	71	+7.430s	12
5	7	Kimi Räikkönen	FERRARI	71	+20.370s	10
6	8	Romain Grosjean	HAAS FERRARI	71	+73.160s	8
7	11	Sergio Perez	FORCE INDIA MERCEDES	70	+1 lap	6
8	31	Esteban Ocon	FORCE INDIA MERCEDES	70	+1 lap	4
9	19	Felipe Massa	WILLIAMS MERCEDES	70	+1 lap	2
10	18	Lance Stroll	WILLIAMS MERCEDES	70	+1 lap	1
11	30	Jolyon Palmer	RENAULT	70	+1 lap	0
12	2	Stoffel Vandoorne	MCLAREN HONDA	70	+1 lap	0
13	27	Nico Hulkenberg	RENAULT	70	+1 lap	0
14	94	Pascal Wehrlein	SAUBER FERRARI	70	+1 lap	0
15	9	Marcus Ericsson	SAUBER FERRARI	69	+2 laps	0
16	26	Daniil Kvyat	TORO ROSSO	68	+3 laps	0
NC	55	Carlos Sainz	TORO ROSSO	44	DNF	0
NC	20	Kevin Magnussen	HAAS FERRARI	29	DNF	0
NC	14	Fernando Alonso	MCLAREN HONDA	1	DNF	0
NC	33	Max Verstappen	RED BULL RACING TAG HEUER	0	DNF	0



# 2017 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Sebastian Vettel	GER	FERRARI	17
2	Lewis Hamilton	GBR	MERCEDES	15
3	Valtteri Bottas	FIN	MERCEDES	13
4	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	10
5	Kimi Räikkönen	FIN	FERRARI	83
6	Sergio Perez	MEX	FORCE INDIA MERCEDES	50
7	Max Verstappen	NED	RED BULL RACING TAG HEUER	45
8	Esteban Ocon	FRA	FORCE INDIA MERCEDES	39
9	Carlos Sainz	ESP	TORO ROSSO	29
10	Felipe Massa	BRA	WILLIAMS MERCEDES	22
11	Lance Stroll	CAN	WILLIAMS MERCEDES	18
12	Nico Hulkenberg	GER	RENAULT	18
13	Romain Grosjean	FRA	HAAS FERRARI	18
14	Kevin Magnussen	DEN	HAAS FERRARI	11
15	Pascal Wehrlein	GER	SAUBER FERRARI	5
16	Daniil Kvyat	RUS	TORO ROSSO	4
17	Fernando Alonso	ESP	MCLAREN HONDA	2
18	Jolyon Palmer	GBR	RENAULT	0
19	Marcus Ericsson	SWE	SAUBER FERRARI	0
20	Stoffel Vandoorne	BEL	MCLAREN HONDA	0
21	Antonio Giovinazzi	ITA	SAUBER FERRARI	0

# 2017 CONSTRUCTOR STANDINGS

POS	TEAM	PTS
1	MERCEDES	287
2	FERRARI	254
3	RED BULL RACING TAG HEUER	152
4	FORCE INDIA MERCEDES	89
5	WILLIAMS MERCEDES	40
6	TORO ROSSO	33
7	HAAS FERRARI	29
8	RENAULT	18
9	SAUBER FERRARI	5
10	MCLAREN HONDA	2





ALPINE EN AUSTRALIE AUSSI 4

# TEAM ALPINE RACING AT THE PHILLIP ISLAND CLASSIC FESTIVAL OF MOTORSPORT

## 17-19 MARCH

L'A110 d'Ernst Luthi est une Dinalpin 1300VA équipée d'un 1397cc.

TEXTE Ernst Luthi PHOTOS E. Luthi, B. McAdie, C. Stark, S. Duggan

After last year's Targa Tasmania, Team Alpine was looking for another opportunity to show off the cars and get the Adrenaline pumping.

This time it would not be Tarmac Rallying (see MM 113 & 115) but circuit racing. Not on any race track but on the only track in Australia built to Formula 1 specifications and the home of the Australian Motorcycle Grand Prix The Phillip Island Circuit, just South of Melbourne.

The Phillip Island Circuit is 4.5km long, with a 1km straight and only 2 tricky corners. The track is extremely quick, the lap record is at 1 min 24 (192kmh average).

The Phillip Island Classic Festival of Motor sport is the premium event in Australian Historic motor racing organised by the Victorian Historic Racing Register. This year's event again attracted 500 competitors from Australia, New Zealand, UK, US, Germany and Canada. Cars were competing in 9 race and 2 regularity categories. The selection of cars included 2 Bugattis (1926 Type 37 and 1927 Type 35B), 2 1936 ERA, including the car driven by Prince Bira of Thailand, 1948 Talbot Lago T26, Elfin, Brabham, Lotus, Lola and Cooper single seaters, 4 Ford GT40, including an original 1964 Targa Florio car. Not to mention the single seater race cars of the 70s and 80s, touring cars and the usual selection of muscle cars. None of the competitors held back, the ERAs were achieving lap times between 1 min 57 and 2min 05 for examples.

Amongst those cars were the 3 Alpine A110 of Team Alpine. All cars were entered in the Regularity section, where the skills of mastering your speed is more important than achieving the fastest time. This was no mean feat, as there were 55 cars on the 4.5km long track, with the 1964 Ford GT40s, lapping at 1 min 58 (or 138kmh average) and the slowest car at around 2min 35. Watch your mirrors.

Team Alpine was represented by the following drivers :

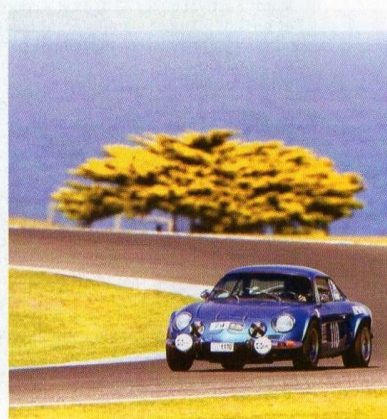
Colin Stark 1971 Alpine A110 1600S group 4, No 23: Colin bought his French built Alpine second hand back in 1976. The car is a proper works Group 4 car, that competed in the 1971 RAC and was upgraded to 1972 specs the following year. The car was sold by Ets Jean Redele in Paris as an ex works around 1974. The car is in pristine condition (Colin is the owner of Alpine Affaire in Melbourne) and now sports an 1800cc engine putting out around 200hp, with the original 1596cc Mignotet 40 engine tucked away safely. Colin was running a 2 min 08 (125kmh average) per lap time until a misfire stopped him from continuing.

Barry McAdie 1969 Dinalpin 1100VA, No 110. The car sports a later body shape and 1296cc Gordini engine and 5-speed gear box. Barry had no issues and consistently improved his times around the track. He was running a 2 min 35 (105kmh average) per lap time.

Ernst Luthi, 1971 Dinalpin 1300VA, No 412. The car was rebuilt as Tarmac Rally car, the original R12 engine bored out to 1397cc with two 40DCOE Weber carburettors. The car ran like clockwork, running out of (safe) rpm (6500rpm) in 4th gear midway down the long straight. Ernst achieved a fastest lap time of 2 min 21 (115kmh average).

The event started on Friday 17 March with Scrutineering and qualifying, which all cars passed with flying colours, and the first Regularity session of 20min in the afternoon. Saturday saw another 2 sessions of 15min each with a final session on Sunday of 20min. In total including qualifying we had 90 min on the track over the 3 days.

If you have not been to Phillip Island, put it in your calendar for next year and join Team Alpine.



La Dinalpin 1100VA de Barry McAdie cache un moteur 1296cc et une boîte 5.





## 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
<b>750/4CV</b>	<b>George Cook</b>	((02) 4472 4237
<b>Dauphine</b>	<b>George Cook</b>	(02) 4472 4237
<b>Floride</b>	<b>George Cook</b>	(02) 4472 4237
<b>R4</b>	<b>Simon Fitzpatrick</b>	(08) 8260-6408
<b>R5</b>	<b>Alastaire McIntyre</b>	(02) 6258-3924
<b>R8/10</b>	<b>Nick Hulskamp</b>	(02) 4472 4237
	<b>George Cook</b>	(02) 4847-5081
	<b>John Elsom</b>	(02) 6288-7737
<b>R12</b>	<b>Nick Hulskamp</b>	(02) 6254-1394
	<b>Mark Christie</b>	(02) 4868-2391
<b>R15TS/17TS</b>	<b>Luke Drady</b>	(02) 6294-1334
	<b>Mark Christie</b>	(02) 4868-2391
<b>R16</b>	<b>Ken Horsfall</b>	(02) 6258-3378
	<b>John Elliott</b>	(03) 9890-6108
	<b>Mike Neil</b>	0418211278
	<b>Mark Christie</b>	(02) 4868-2391
<b>R18</b>	<b>Mark Christie</b>	(02) 4868-2391
<b>R20</b>	<b>Mark Christie</b>	(02) 4868-2391
<b>R21</b>	<b>Mark Christie</b>	(02) 4868-2391
<b>R25</b>	<b>Luke Drady</b>	(02) 61612774
	<b>Leigh McEwan</b>	(02) 6231-4178
<b>Fuego</b>	<b>Barry McAdie</b>	(02) 6258-4837
	<b>Leigh McEwan</b>	(02) 6231-4178
	<b>Mark Christie</b>	(02) 4868-2391
<b>R19</b>	<b>Mark Christie</b>	(02) 4868-2391
<b>Laguna I, II &amp; Clio</b>	<b>Mark Christie</b>	(02) 4868-2391

## ROCC SPECIAL TOOL LOCKER

(Available to Financial Members only.)

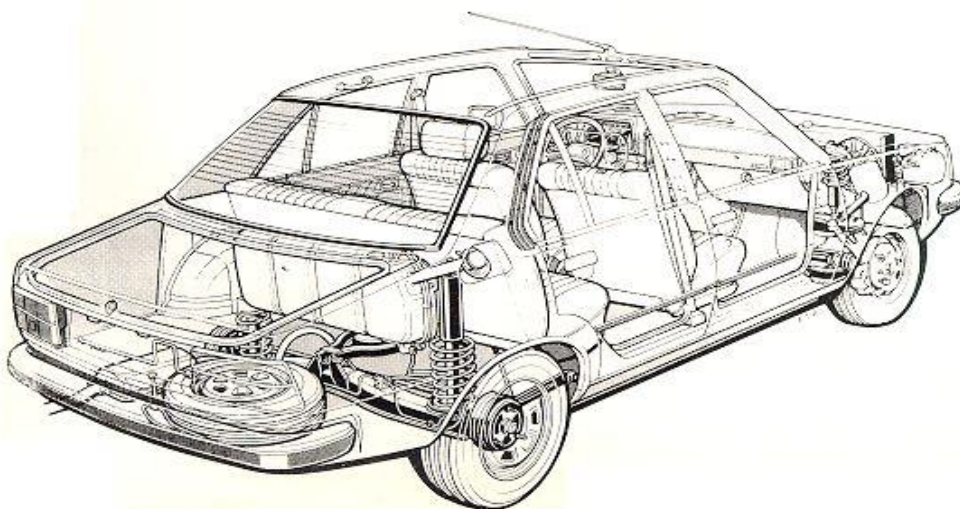
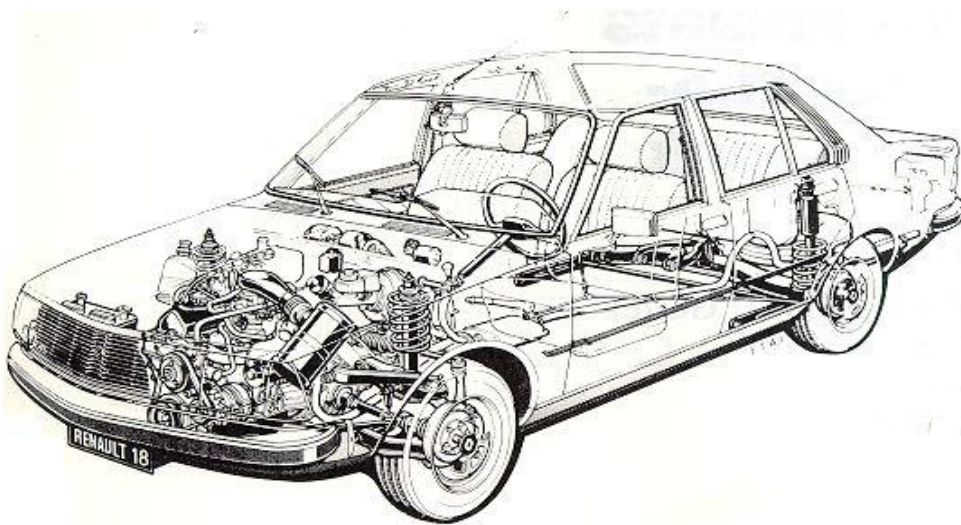
There is a \$50 refundable deposit required to borrow any club equipment for which the borrower becomes responsible and must return to the club in the same condition as borrowed. Items borrowed must not be passed on to anyone else, particularly non-club members.

Please contact Michael Pedvin, 6215 1994 (W) or 62885751 (h) or [burrinjuck@netspeed.com.au](mailto: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](mailto:karenluke@grapevine.com.au)

**WANTED:** 2 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](mailto: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](mailto: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](http://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 CLIO

Australia's favourite French car<sup>#</sup>



## ROLFE RENAULT

152 Melrose Drive, Phillip, ACT 2606 / Ph: (02) 6282 8000

15 Josephson Street, Belconnen, ACT 2617 / Ph: (02) 6213 1250

[www.rolferenault.com.au](http://www.rolferenault.com.au)



# SAVE TIME ONLINE

Book your next service 24/7 at  
[www.rolferenault.com.au](http://www.rolferenault.com.au)

### ROLFE RENAULT

152 Melrose Drive, Phillip, ACT 2606 / Ph: (02) 6282 8000  
15 Josephson Street, Belconnen, ACT 2617 / Ph: (02) 6213 1250

[www.rolferenault.com.au](http://www.rolferenault.com.au)



## ROLFE RENAULT

152 Melrose Drive, Phillip, ACT 2606 / Ph: (02) 6282 8000

15 Josephson Street, Belconnen, ACT 2617 / Ph: (02) 6213 1250

[www.rolferenault.com.au](http://www.rolferenault.com.au)

**Zach Churchill**  
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](http://www.rolferenault.com.au)



DRIVE THE CHANGE



## Renault/French Car Clubs

### ***Renault Owners Club of Canberra***

[www.renaultcanberra.asn.au](http://www.renaultcanberra.asn.au)

PO Box 10 Civic Square ACT 2608 :

[bardot@homemail.com.au](mailto:bardot@homemail.com.au) (Barry McAdie)

### ***Renault Car Club of Victoria***

PO Box 111 HEIDELBERG VIC 3184

[www.rccv.info](http://www.rccv.info)

Ph: (03) 9802 3963

### ***Renault Car Club of Australia***

PO Box 119 RYDE NSW 2112 : [www.rcca.org.au](http://www.rcca.org.au)

editor: [bsprague@westnet.com.au](mailto:bsprague@westnet.com.au)

### ***Renault Car Club of Qld.***

[enquiry@renaultclubqld.com.au](mailto:enquiry@renaultclubqld.com.au)

[www.renaultclubqld.com.au](http://www.renaultclubqld.com.au)

PO Box 1215, Mt Ommaney, Qld 4074

### ***Club Automobile Francais (S.A.)***

[www.clubautofrancais.com/html/home.htm](http://www.clubautofrancais.com/html/home.htm)

PO Box 330 CAMPBELLTOWN SA 5074

[cafpres@clubautofrancais.com](mailto:cafpres@clubautofrancais.com)

### ***French Car Club of Tasmania***

PO Box 193 New Town, 7008, Tas. Colin Fuller

[vk7zcf@hotmail.net.au](mailto:vk7zcf@hotmail.net.au)

## Renault Model Registers

### ***Renault Fuego Register***

Ph: (02) 6231 4178

[mcewanlj@netspeed.com.au](mailto:mcewanlj@netspeed.com.au) (Leigh McEwan)

### ***Renault 4CV Register of Australia***

[www.4cvregisteraustralia.org](http://www.4cvregisteraustralia.org)

13 Field St SHEPPARTON 3630

[prickles@cv.quik.com.au](mailto: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](http://www.geocities.com/MotorCity/Speedway/9730/Reg.main.html)

[volker@netspace.net.au](mailto:volker@netspace.net.au). (Volker Schubert)

### ***Renault 16 Register***

John Elliott Ph: (03 98906108)

[elliottjh@optusnet.com.au](mailto:elliottjh@optusnet.com.au) : [taymike51@gmail.com](mailto:taymike51@gmail.com) Mike Neil)

### ***Renault 25 Register***

Ph: (02) 6292 2648 h

[luke.drady@act.gov.au](mailto:luke.drady@act.gov.au) (Luke Drady)

### ***Renault Clio Sport Register***

[mhulskamp@iprimus.com](mailto: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](http://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](http://home.wxs.nl/~vrija001/R12,_page.htm)

***R16***

<http://r16site.com>

***Parts for early Renaults***

[www.neoretrofrance.com](http://www.neoretrofrance.com)

***Magazines***

***Unique Cars***

[www.carpaint.com.au/uniquecars](http://www.carpaint.com.au/uniquecars)

***Australian Classic Car Monthly***

[www.ccar.com.au](http://www.ccar.com.au)

***Shannons***

[www.shannons.com.au](http://www.shannons.com.au)

