



ROCC NEWS

June 2018

Issue Number 356

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

ROCC members – Avantime – Melbourne Motor Show 2001



In This Issue

Duster Oroch for Australia
Alpine A110 GT4 Presentation
Agatha – 1907 42hp Renault
Formula 1 news

Next Meeting: Thursday 21 June 2018 at 8pm

Committee Meeting 7.30pm

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



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The Editor's Bit

Greetings fellow froggy drivers.

Well, my R17TS has gone to its new home in Bateman's Bay and I only have the Megane GT Line and the R25 Baccara left to play with (and Lachlan with his Fuego). Unfortunately the R25 won't make it to Battle of Waterloo as the engine is just not right. It made the small journey to reside in mum's garage for a while and even then the oil was leaking from the rear and front of the engine. The head has blown again and I think it may have dropped a piston liner. Time to get the V6 GTA turbo engine into shape and installed. Only 2 years and I can put it on Historic rego...pity as Victoria can 'H' plate their cars at 25 years!!

Something else I have done which fellow froggies will not be happy about is my recent purchase of a non-French automobile. I was very close to purchasing a yellow Alpine GTA from Steve K in Melbourne, but unfortunately it didn't eventuate. Let's just say that I now have the opposition in my garage....an English car – Jaguar!

My GT Line is currently in Sydney awaiting a gearbox shift computer from France. Has had a juddery gearbox pretty much since new. Now finally it has been taken to be rectified. Let's hope it make a difference. Luckily Renault have given me a Megane 4 GT – with the 4-wheel steering and 1.6 turbo. Very nice indeed. I am happy for the time for the part to come from France as I get to continue driving the GT around. Performance wise it is definitely not a Megane RS but still holds its own and is very quick. Has launch control too – which is fun.

Don't forget Battle of Waterloo next Sunday. Hopefully the weather will be fine. The Queanbeyan showground is a great venue and will be much cooler than it was at Wheels in March – boy that was a hot day!

Hopefully I will see you all there. Barry and Leigh will be in France so will be an apology for both BOW and the club meeting.



RENAULT



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

ROCC NEWS

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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)

paulsue@tbc

SECRETARY: Andrew Sadow

85 Poppet Road, Wamboin

NSW 2620, Ph: 0419 616 211

E-mail: a.sadow@bigpond.com

ASST.SEC/TREAS: Leigh McEwan (Janine)

168 Longmore Crescent,

Wanniassa 2903 Ph. 02 6231-4178 (h)

E-mail: mcewanlj@netspeed.com.au

SOCIAL SECRETARY: Lisa Molvig

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

E-mail: reno1338@hotmail.com

EDITOR: Luke Drady

51 Sinclair Street, Kambah Ph. 02 6291-7398

E-mail: karenluke@grapevine.com.au

ASST. EDITOR: Lachlan Drady

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

lachlandrady@hotmail.com

TECHNICAL SECRETARY: Mark Christie (Helen)

2 Watson Road, Moss Vale 2577 Ph. 02 4868-2391

(h) 0414 382 391 (m) e-mail: mjc407@gmail.com

WEBMASTER: Leigh McEwan (Janine)

168 Longmore Crescent, Wanniassa 2903 Ph. 02-6231 4178

(h)

E-mail: mcewanlj@netspeed.com.au

COMMITTEE ASSISTANT: Michael Pedvin

15 Gillruth St Hackett

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

Email: burrinjuck@netspeed.com.au.

CLUB REGISTRAR: :Lisa Molvig

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

E-mail: reno1338@hotmail.com

COUNCIL REP: Leigh McEwan (Janine)

168 Longmore Crescent, Wanniassa 2903

Ph. 02 6231-4178 (h)

E-mail: mcewanlj@netspeed.com.au

PUBLIC OFFICER: To Be Confirmed

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

HON LIFE MEMBERS:

Jayson Hinder - 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. Ph: 02 4408 2001

E-mail: tiabunna@internode.on.ne



PRESIDENT'S PAGE

Bon jour Renophiles

Unfortunately there are no President's notes this month as our club president is off to France this Sunday 11th June and has run out of time for his contribution. Barry has promised that he will have a bigger contribution to make for the July newsletter when he gets back. Also, he has booked in for a test drive of the new A110 at the Alpine dealership in Billancourt, Paris on 12 June. There certainly should be plenty of stories and photos for the next edition.

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

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, FYSHWICK, 17/05/2018**

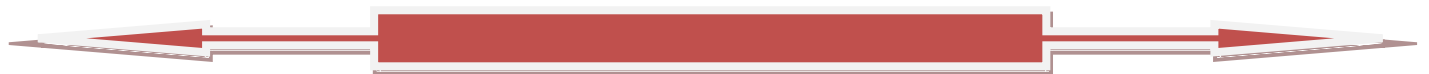
GENERAL MEETING then COMMITTEE then followed by the AGM

There was no quorum for the May 2018 ROCC meeting. 3 members in attendance

Next meeting: 21/06/2018

Leigh McEwan

Assistant Sec/Treas, ROCC



AVANTIME club

Social News and Events

French car drives in 2018

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

Program of Events for French Car Drives 2018:

June 24: Afternoon tea at Murrumbateman Winery, 2:30pm
<http://www.murrumbatemanwinery.com.au/>

This time the French car drive will be more local, to Murrumbateman, following longer excursions to Junee and Bateman's Bay earlier in the year. Meet at 2.30pm at Murrumbateman Winery for afternoon tea.

There are sweet and savoury options on the menu:

Scones with jam and cream \$6 (\$9 with a small tea or coffee)

Dip and olives \$15 Two dips, a selection of olives and crackers

Cheese plate \$19.50 Three cheeses, served with fruit, quince paste, nuts and crackers

Please RSVP by June 20 if you plan to join us.

August 26: Hunter Valley French Car Day – BREAKING NEWS - I've just learned that this event will not be on in 2018. Any suggestions for another place to go in August?

Oct 28: Lunch at Bushranger Hotel, Collector

Dec 2: Christmas BBQ

Local and Interstate Events in 2018:

Battle of Waterloo - Sunday June 17 2018 – Queanbeyan Park.

10am to 2pm, Being organised by Peugeot Association of Canberra. See advert on next page.

All French Day, Sydney, 15 July.

The Sydney French Car Day is hosted jointly by the Citroen, Peugeot, Simca and Renault car clubs of NSW and will be held on Sunday 15 July 2018, at Silverwater Park, from 9:00 am. Entry via Clyde St east. This is the same venue as in past years.

All French vehicles, including motorcycles, of any age including veteran, vintage classics, modern, not

so modern, daily drivers, not so daily drivers, sporting, rallying, touring, are welcome. Any vehicle shown can be trailered. Entry classes arranged on the day.

The entry fee of \$10 into the grounds is to recover the cost of the hire of the field. This fee includes entry to the concours if you would like your car to be judged.

If you would like to enter your car in the concours, the cut off time is noon. Please be there well in advance of that time so that the judges can arrange their inspections.

Each marque will judge and enter its best two cars into the final judging against all other marques. From those finalists, whose owners are expected to be a member of a car club, will be selected the best French car on the day.

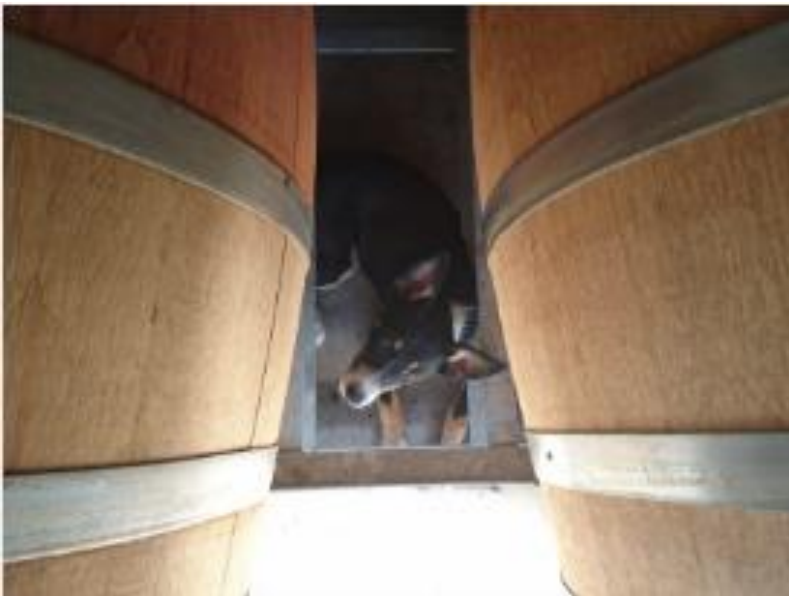
Any owner is welcome to enter a car in the general concours and be judged and be eligible for a category win.

Trophies presented as early as practical, and raffle prizes on the day.

There will be an award each for the best French dressed male and female, and for the furthest travelled to the event.

For further information ring Ross on 0499 708 108 or Chris on 0412 306 504,

Thankyou - Lisa – Social Secretary



**Murrumbateman
Winery**



RENAULT



Battle of Waterloo

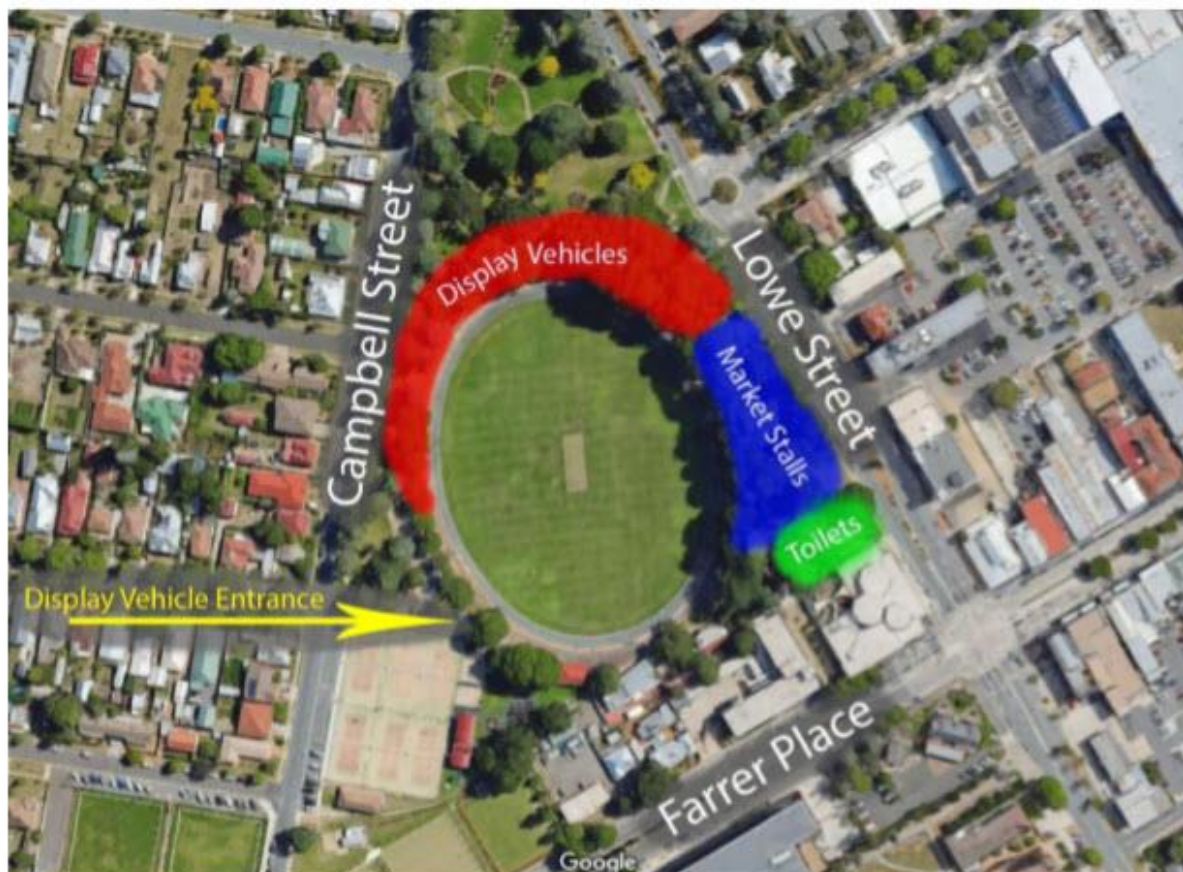
17th June 2018

What?

This year's annual 'Battle of Waterloo', brought to you by the Peugeot Association of Canberra, is a display of French and English vehicles commemorating the 1815 battle. We wish to invite any who can attend; either to put their vehicle on display or to enjoy the family friendly atmosphere and wander amongst the vehicles on show. The display is in conjunction with the Queanbeyan markets held monthly in the park.

Where?

The 2018 event will be held in the Queanbeyan Town Park (next to the Brad Haddin Oval). As shown on the map below, the park is located between Lowe Street and Campbell Street Queanbeyan. Display Vehicles are to enter the grounds from Campbell street adjacent to the tennis courts. Ample public parking is available on the surrounding roads.



When?

The display, marking the 203rd anniversary of the Battle of Waterloo, will be held from 10 am to 2 pm on **Sunday 17th June 2018**. Display vehicles are asked to arrive prior to 9:30am

Who?

This event is hosted by the Peugeot Association of Canberra, in partnership with the Renault Owners Club of Canberra. For enquiries or to RSVP your attendance please email: peugeotcanberra@gmail.com

ROCC Meeting Venue - Shannon's Fyshwick

Parking:

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

Access:

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

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

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



Renault Australia wants Duster Oroch ute



Compact twin-cab utility may be sold here within 18 months

Renault Australia has confirmed it is working on a plan to import a cheeky little dual-cab ‘lifestyle’ ute from South America, called the Duster Oroch.

If it’s successful, the pint-size pick-up – based on Renault/Dacia’s compact Duster SUV — could be on sale in Australia by the end of next year.

Renault Australia managing director Andrew Moore said the Duster Oroch would be positioned at the bottom end of the brand’s proposed pick-up portfolio, with the Nissan NP300 Navara-based Alaskan ute sitting at the top.

“Renault Australia has proposed a new pick-up strategy which includes a request for right-hand drive Renault Oroch development,” he said.

“This is a vehicle currently produced in South America in left-hand drive, however, we are requesting Renault to look at expanding the Oroch to other right-hand drive markets.

“Our discussions to date have been positive and we are gaining support from the global LCV division.

“There are still a number of things to follow through on as development would be specific for our market. The very best case scenario would be seeing this vehicle [in Australia] by the end of 2019.”



A bit like the Hyundai Tucson-based Santa Cruz ute sold in North America but ruled out for Australia, the Oroch could be a kind of spiritual successor for cute utes of the past like the Suzuki Mighty Boy and Subaru Brumby, but with four doors and five seats.



“There is not much in the market to position it against but our intention would be that it would be competitively priced at the lower end of the pick-up market,” said Moore.

Moore said Renault Australia believes there is local market demand for an entry-level dual-cab ute, which could be priced in line with the cheapest Chinese pick-ups from under \$25,000.

Quizzed whether the Renault-badged, right-hand drive Oroch would achieve the requisite five-star ANCAP safety rating, Moore said:



“It’s difficult to answer this question at this stage as we are uncertain when the vehicle will arrive. As a rule Renault don’t speculate of a crash test score.”

Joining the popular Duster SUV on sale in Europe and South America in 2015, the Oroch ute measures 4.7 metres long, has a 650kg payload, multi-link rear suspension and sturdy body additions.

It’s powered by a 106kW 2.0-litre four-cylinder petrol engine matched to manual and automatic transmissions driving only the front wheels, and is claimed to hit 100km/h in 10.3 seconds.

Despite Renault Australia’s enthusiasm, at this stage the Oroch appears to be a long-shot for our market, for which the big Alaskan pick-up is also yet to be approved.

“It’s not yet signed off but we are gaining support from the global LCV division,” said Moore.

“Like the Oroch discussions, we have been making progress in the past few months with the global LCV division although there are still a number of outstanding elements before this could be confirmed.’

Moore said the Alaskan – a lightly modified version of the Navara dual-cab — would be available here in a small number of well-equipped variants positioned to compete with Australia’s most expensive dual-cab 4x4 utes, like the Ford Ranger Wildtrak and the Alaskan’s sister model, the Mercedes-Benz X-Class.



“The number of variants and price are not yet defined but it’s fair to say that we wouldn’t be looking to have a huge number of variants and cover the full pick-up range,” he said.

“The strategy that we have proposed is lifestyle-based and would focus on having highly-specified, desirable and attractive variants.

“As part of the new pick-up strategy proposed by Renault Australia, Alaskan would sit at the top-end of the ute market.”

ARTICLE: www.motoring.com.au

DUSTER



Version 2018.03.27

Alpine A110 GT4 Presentation

4

FOREWORDS

Dear Alpine customers,

After many seasons of success in Endurance racing, Signatech and Alpine are reunited again on a big adventure with the launch of the new Alpine A110 Cup and the Alpine Europa Cup.

We are today extremely proud to present you the next step: the **new A110 GT4**, upgraded version of the Cup car.

Result of more than 25 years of racing experience, A110 GT4 has been designed with privateer teams in mind in order to provide the best performances and drivability together with an affordable running cost within a worldwide developing GT4 category.

Enjoy this brochure, and feel free to contact us to share the Alpine way of life !

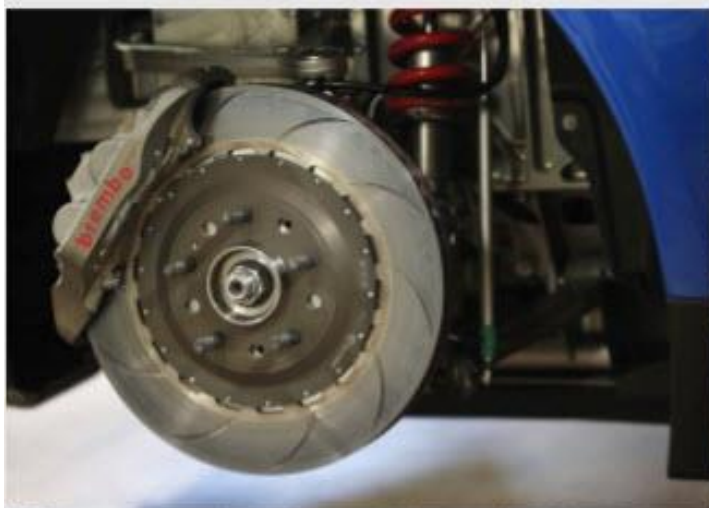




A110GT4

- **Weight** 1080 kg (without balance of performances)
- **Engine** Supercharged 1,8 litre - 330 / 360 hp (depending on BOP)
- **Gearbox** sequential 6 ratios from 3MO
- **Transmission** limited slip differential
- **Wheels** front: 9 x 18 ; rear: 10 x 18
- **Rollcage** FIA homologated integral structure
- **Seat** specific bucket + 6 points harness from Sabelt
- **Brakes** front 6 pots & rear 4 pots calipers from Brembo ;
Bosch Motorsport anti-lock brake system
- **Steering wheel** integrated controls and display ; paddle-shift from XAP
- **Fuel tank** 95 litres FIA FT3 (depending on regulations)
- **Others** Traction control, air conditioning

SIGNATECH | ALPINE



WORLDWIDE ELIGIBILITY

A110 GT4 is homologated according to the SRO GT4 technical regulations, and is eligible within all racing events having a GT4 category.

Adjustments on weight or power can be done directly by the customers following the Balance of Performances.



KEY POINTS

- | | |
|---------------------------|--|
| ▪ Price | 160.000 € excl. VAT |
| ▪ Availability | from August 2018 |
| ▪ Endurance kit to follow | |
| ▪ Options | airjacks kit
data acquisitions + sensors
passenger seat
quick refuelling kit
Alpine blue color |

Contact

a110gt4@signature-team.com

Signatech reserves the right to modify the design and the equipment. Images and diagrams of the car may feature optional equipment and differ from the actual car. The prices stated were correct at the time the catalogue was produced and may change at any time. Changes and mistakes are reserved.

Prices are ex-works Signatech, Bourges/France, not including applicable VAT, freight and handling costs.



RENAULT SPARES IN AUSTRALIA by CLUB MEMBERS

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

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

R10 parts

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

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

R12 parts,

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

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

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

Fuego Parts

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

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

Renault R17/15 Parts

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

R25

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

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

Various

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

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

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

Renault: Red Bull may not use upgrade in Canada



Renault's upgraded Formula 1 engine is ready for the Canadian Grand Prix but the French manufacturer is not convinced it is best for every team, "in particular Red Bull", to use it in Montreal.

Although there are obvious advantages in upgrading for a power-dependent track like Montreal, the final choice will be influenced by the fact that some drivers have used different numbers of power unit elements.

Even those who have only used one set so far have run different total mileages, for example due to first-lap incidents.

"We've a new spec engine," Renault Sport F1 boss Cyril Abiteboul told Autosport.

"We have yet to confirm the introduction, because the mileage is not the same across all cars, so we will see where and when exactly we will introduce that new spec.

"I think we have six engines available, subject to the last event on procurement in the supply chain.

"That's the plan, but not sure it's actually the best to introduce it in all six cars, in particular Red Bull. We need to look into that.

"We always work in partnership with teams, trying to do the best for the overall season result.

"It's a small gain in power, although we know we won't be the only one [bringing an engine upgrade].

It's mainly in the ICE [internal combustion engine] that we can expect more power.

"This has to be the focus, and it will be the focus for all of this year, and maybe next year."

Red Bull boss Christian Horner suggested that any improvement from Renault is welcome.

"We're hoping for a reliable MGU-K," he said, following [Daniel Ricciardo](#)'s Monaco failure.

"There is a small upgrade coming for Montreal - every bit we need at the moment, so that's hugely important for us."

Two Renault-powered drivers are on the cusp of grid penalties, including Monaco GP winner Ricciardo, who took a complete set of second elements at the Chinese GP, following a failure in Bahrain.

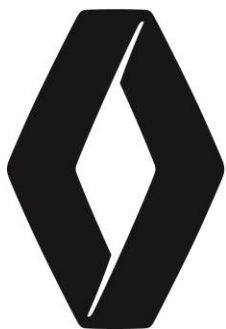
If neither his Monaco MGU-K nor the other one he's used this year are still in play, he will be guaranteed a 10-place grid penalty as soon as he uses a third.

A third energy store and third control electronics will also add five places apiece.

[McLaren](#)'s Stoffel Vandoorne is also on the bubble, having used two control electronics, and he'll get a penalty if he takes a third.

Of the other Renault users, Carlos Sainz and Nico Hulkenberg have used two MGU-Hs, and [Fernando Alonso](#) two turbos, but with those particular elements penalties won't kick in until they take a fourth.

ARTICLE: www.eurosport.com



RENAULT *SPORT*
FORMULA ONE™ TEAM



2018 Formula One World Championship Calendar

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



RENAULT
SPORT F1

Canadian Grand Prix - 10th June 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	5	Sebastian Vettel	FERRARI	68	1:28:31.377	25
2	77	Valtteri Bottas	MERCEDES	68	+7.376s	18
3	33	Max Verstappen	RED BULL RACING TAG HEUER	68	+8.360s	15
4	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	68	+20.892s	12
5	44	Lewis Hamilton	MERCEDES	68	+21.559s	10
6	7	Kimi Räikkönen	FERRARI	68	+27.184s	8
7	27	Nico Hulkenberg	RENAULT	67	+1 lap	6
8	55	Carlos Sainz	RENAULT	67	+1 lap	4
9	31	Esteban Ocon	FORCE INDIA MERCEDES	67	+1 lap	2
10	16	Charles Leclerc	SAUBER FERRARI	67	+1 lap	1
11	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	67	+1 lap	0
12	8	Romain Grosjean	HAAS FERRARI	67	+1 lap	0
13	20	Kevin Magnussen	HAAS FERRARI	67	+1 lap	0
14	11	Sergio Perez	FORCE INDIA MERCEDES	67	+1 lap	0
15	9	Marcus Ericsson	SAUBER FERRARI	66	+2 laps	0
16	2	Stoffel Vandoorne	MCLAREN RENAULT	66	+2 laps	0
17	35	Sergey Sirotkin	WILLIAMS MERCEDES	66	+2 laps	0
NC	14	Fernando Alonso	MCLAREN RENAULT	40	DNF	0
NC	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	0	DNF	0
NC	18	Lance Stroll	WILLIAMS MERCEDES	0	DNF	0

Formula 1 Grand Prix De Monaco - 27 May 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	78	1:42:54.807	25
2	5	Sebastian Vettel	FERRARI	78	+7.336s	18
3	44	Lewis Hamilton	MERCEDES	78	+17.013s	15
4	7	Kimi Räikkönen	FERRARI	78	+18.127s	12
5	77	Valtteri Bottas	MERCEDES	78	+18.822s	10
6	31	Esteban Ocon	FORCE INDIA MERCEDES	78	+23.667s	8
7	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	78	+24.331s	6
8	27	Nico Hulkenberg	RENAULT	78	+24.839s	4
9	33	Max Verstappen	RED BULL RACING TAG HEUER	78	+25.317s	2
10	55	Carlos Sainz	RENAULT	78	+69.013s	1
11	9	Marcus Ericsson	SAUBER FERRARI	78	+69.864s	0
12	11	Sergio Perez	FORCE INDIA MERCEDES	78	+70.461s	0
13	20	Kevin Magnussen	HAAS FERRARI	78	+74.823s	0
14	2	Stoffel Vandoorne	MCLAREN RENAULT	77	+1 lap	0
15	8	Romain Grosjean	HAAS FERRARI	77	+1 lap	0
16	35	Sergey Sirotkin	WILLIAMS MERCEDES	77	+1 lap	0
17	18	Lance Stroll	WILLIAMS MERCEDES	76	+2 laps	0
18	16	Charles Leclerc	SAUBER FERRARI	70	DNF	0
19	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	70	DNF	0
NC	14	Fernando Alonso	MCLAREN RENAULT	52	DNF	0

Note - Hartley received a 5-second time penalty for speeding in the pit lane.

Spanish Formula 1 Grand Prix - 13 May 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	66	1:35:29.972	25
2	77	Valtteri Bottas	MERCEDES	66	+20.593s	18
3	33	Max Verstappen	RED BULL RACING TAG HEUER	66	+26.873s	15
4	5	Sebastian Vettel	FERRARI	66	+27.584s	12
5	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	66	+50.058s	10
6	20	Kevin Magnussen	HAAS FERRARI	65	+1 lap	8
7	55	Carlos Sainz	RENAULT	65	+1 lap	6
8	14	Fernando Alonso	MCLAREN RENAULT	65	+1 lap	4
9	11	Sergio Perez	FORCE INDIA MERCEDES	64	+2 laps	2
10	16	Charles Leclerc	SAUBER FERRARI	64	+2 laps	1
11	18	Lance Stroll	WILLIAMS MERCEDES	64	+2 laps	0
12	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	64	+2 laps	0
13	9	Marcus Ericsson	SAUBER FERRARI	64	+2 laps	0
14	35	Sergey Sirotkin	WILLIAMS MERCEDES	63	+3 laps	0
NC	2	Stoffel Vandoorne	MCLAREN RENAULT	45	DNF	0
NC	31	Esteban Ocon	FORCE INDIA MERCEDES	38	DNF	0
NC	7	Kimi Räikkönen	FERRARI	25	DNF	0
NC	8	Romain Grosjean	HAAS FERRARI	0	DNF	0
NC	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	0	DNF	0
NC	27	Nico Hulkenberg	RENAULT	0	DNF	0

2018 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Sebastian Vettel	GER	FERRARI	121
2	Lewis Hamilton	GBR	MERCEDES	120
3	Valtteri Bottas	FIN	MERCEDES	86
4	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	84
5	Kimi Räikkönen	FIN	FERRARI	68
6	Max Verstappen	NED	RED BULL RACING TAG HEUER	50
7	Fernando Alonso	ESP	MCLAREN RENAULT	32
8	Nico Hulkenberg	GER	RENAULT	32
9	Carlos Sainz	ESP	RENAULT	24
10	Kevin Magnussen	DEN	HAAS FERRARI	19
11	Pierre Gasly	FRA	SCUDERIA TORO ROSSO HONDA	18
12	Sergio Perez	MEX	FORCE INDIA MERCEDES	17
13	Esteban Ocon	FRA	FORCE INDIA MERCEDES	11
14	Charles Leclerc	MON	SAUBER FERRARI	10
15	Stoffel Vandoorne	BEL	MCLAREN RENAULT	8
16	Lance Stroll	CAN	WILLIAMS MERCEDES	4
17	Marcus Ericsson	SWE	SAUBER FERRARI	2
18	Brendon Hartley	NZL	SCUDERIA TORO ROSSO HONDA	1
19	Romain Grosjean	FRA	HAAS FERRARI	0
20	Sergey Sirotkin	RUS	WILLIAMS MERCEDES	0

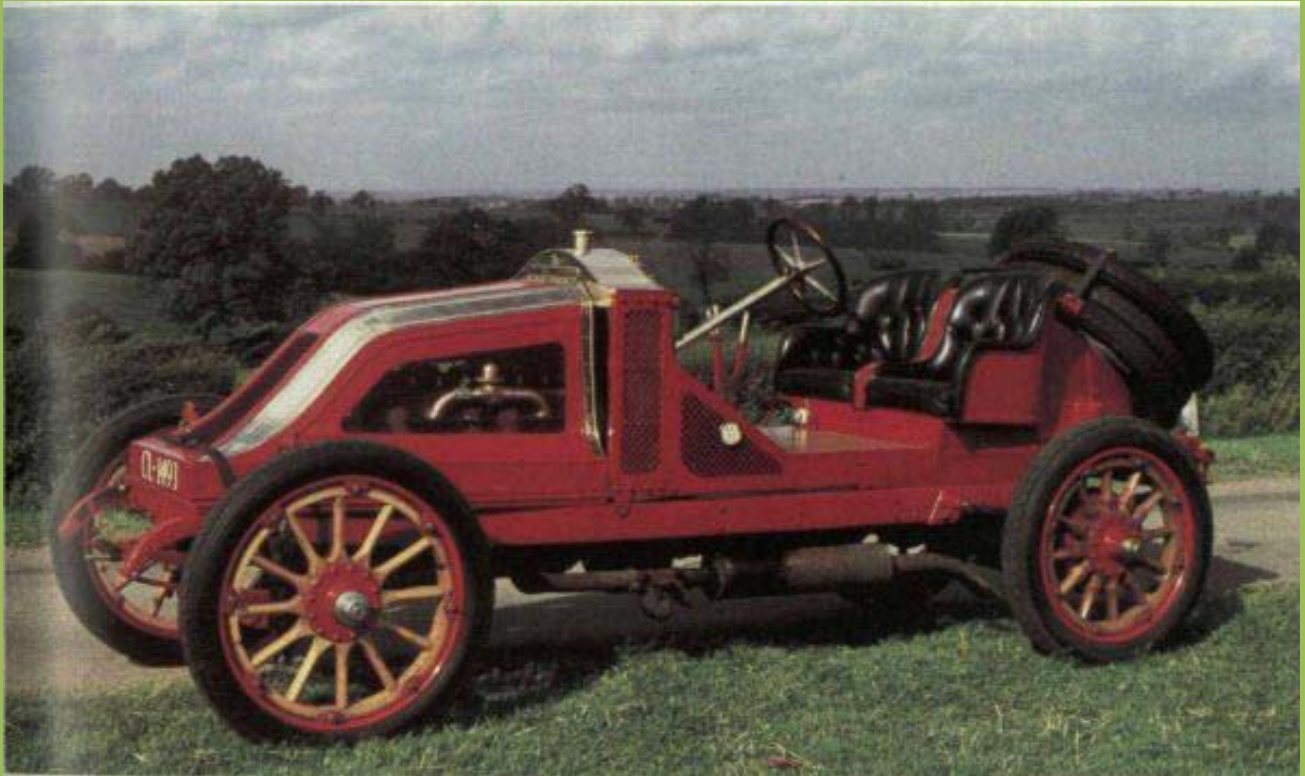
2018 CONSTRUCTORS STANDINGS

POS	TEAM	PTS
1	MERCEDES	206
2	FERRARI	189
3	RED BULL RACING TAG HEUER	134
4	RENAULT	56
5	MCLAREN RENAULT	40
6	FORCE INDIA MERCEDES	28
7	SCUDERIA TORO ROSSO HONDA	19
8	HAAS FERRARI	19
9	SAUBER FERRARI	12
10	WILLIAMS MERCEDES	4

ROCC Retro Corner

MotorSport Magazine - Nov 1985

Re-Acquaintance with Agatha - 1907 42 hp Renault

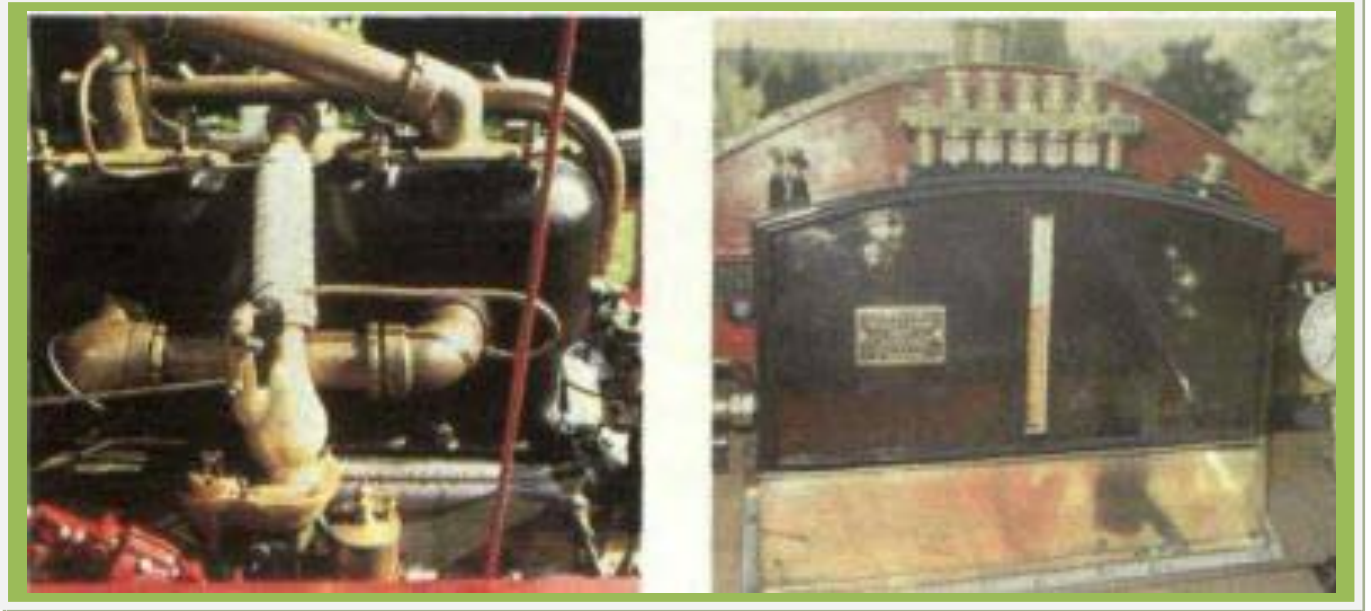


I first met "Agatha — That Scarlet Woman" 50 years ago. That is what she was called when the Mills brothers owned her, before the war. Before that, Marcus Chambers, who was then involved with vintage Bentleys, was offered this big Renault by a passing scrap-merchant who knew of his establishment in SW London.

He paid £15 for her, and at the time we thought she might be the 1906 GP-winning car, for although clothed in a crude body, with heavy mudguards and running-boards, the two bucket seats and semi-streamlined cowl over the rear petrol tank suggested sporting origins.

In fact, the four-cylinder side-valve engine has a bore and stroke of 130 x 140 mm (7,433 cc), and is of the same type as that in the Type AI, Series B and D cars, according to Karslake, whereas that of the Renault with which liaise won the Grand Prix was of 166 x 150 mm (12,970 cc). The engine of Marcus's Renault had not then been measured but the 42-rated hp gave it away, the GP engine's rating being 90 hp. It transpired that what Chambers had was a smaller 1907 replica of the GP car, of which a number were made by Renault Freres for sale in America, ostensibly at the urging of W. K. Vanderbilt, who had sponsored the Vanderbilt Cup races of 1906-16. They were advertised quite extensively in the American Press in the winter and spring of 1907 and that autumn Renault was able to list 11 prominent people who had bought these smaller GP duplicates, including Mr. Vanderbilt himself. They appeared in American races, winning at Morris Park and Brighton Beach, but today only three remain, one in the Harrah Collection in Reno, said to have belonged to the notorious New York stock broker Harry Payne-Whitney, another also in the USA, and in England the car under discussion, painstakingly restored in recent years by that great enthusiast David Harrison.

Of the winning GP Renault, the story is that it was bought by an Englishman for 55,000 francs who afterwards discovered that he had got, not the Szisz car, but another of the team, because Renault had considered that practice and the race had worn out the winning car, so they put its number on the car they had sold him. He complained, got what he wanted, and took the actual 1906 winner to Dieppe to see if Renault could again win the GP (Szisz in fact was 2nd.).



It is said that, *sans* differential, cornering was difficult and one evening the English owner, returning from dinner in Fecamp, hit a tree and was killed. After two years the Renault was auctioned, was used by famous French air-aces during the war, was sold afterwards for 5,500 francs, and was seen around Paris for some years, before it vanished, never to reappear...

The history of the David Harrison car is also rather obscure. It is thought to have been owned by Sir Harold Gilles after the 1914/18 war and there is a rumour that Lord Kimberley had it at one time – perhaps it was found by the scrapman in 1935 in a London mews? Anyway, Chambers bought it and I persuaded him to go to Shelsley Walsh in it. We had a more or less uneventful run but the cost in oil was startling! Marcus then opened the Aston Clinton speed-trials with it, such monsters being then almost forgotten, so that it caused quite a lot of interest. The VSCC promoted its Edwardian class in 1936 and having replaced the Renault carburetter with a downdraught SU and fitted a Speed Six Bentley throttle pedal, Chambers ran it in the Bugatti OC Chalfont hill-climb, being 2nd with a time of 30.7 sec to Pole in the 12-litre 1908 GP Itala that had been found in a shed in Norfolk and bought for £25, which did 23.6 sec. Marcus then sold the Renault to the Mills Brothers, who had a small two-cylinder Renault and other aged cars. They raced it at Crystal Palace and Donington, opened the course with it at the latter venue before the 1938 British Empire Trophy Race, ran it at VSCC Prescott (75.29 sec) with Clutton as the intrepid passenger, and got it up Shelsley Walsh in 81.7 sec. in that year. In 1939 Chambers borrowed it for VSCC Prescott clocking 75.51 sec, and Heal drove it in the first Presteigne Rally, making STD in the hill climb.

After WW2 a Mr Dunn, who used to supply leather to *Motor Sport's* printers, acquired the old Renault for £100 but did nothing with it, and when Mr Harrison heard that at last he would part with it, he hastily sold an 1899 De Dion Quad and his 3-litre Bentley and paid the price asked. The Renault, in very sorry condition, moved into his workshop beside his 1913 6½-litre Mitchell tourer for an extensive resuscitation. Here I would remark on what good hands the Renault is in, for David, who gained early experience of old cars as a boy, riding on his Uncle's 1900 Phebus-Aster, has had such

cars as Marcos, Lotus, BMW, Ferrari, Jaguar, etc and is at present building up a racing 1½-litre straight-eight Type 26 Maserati.

So, 50 years after I had first encountered it, I drove to Leicestershire to remake acquaintance with this interesting Renault, finding it awaiting me outside Mr Harrison's house for all the world as if we had gone back nearly 80 years in time It is a high, lean car and differs in some respects from the 1906/7 GP cars, which, for instance, had lift-off instead of hinged bonnets, a thicker radiator block, and were lower, etc. Nevertheless, the resemblance is very valid. You have literally to climb up into the button-leather bucket seats, and the forward view is of the big radiator, the drop bonnet with its wire-mesh panels being completely out of sight. The openwork scuttle, the little tail, and the exhaust cutout portray the Renault's sporting purpose.



The tail steering-column is unsupported, up to the five-spoke steering wheel, and originally its brass tube lifted and rotated, to operate a hand-throttle. There are absolutely no instruments, apart from a period Smiths rev-counter which David fitted, reading around 800 rpm at fast cruising pace, the engine going to 1,200 rpm if pressed. One is confronted by the huge Renault Freres lubricator (No 29055) with a central glass sight-tube and five drip-feeds, of which the two on the left, for axle and gearbox, are unused, the other three feeding the main engine-bearings, from which ingenious rings on each crank-web feed the big-ends under centrifugal force. The small filler is on the right, a flow-control adjuster on the left. David at first used gallons of oil on a long run, but has now reduced this to mere pints...

The chassis is sprung on rear-shackled ½-elliptic springs, damped with enormous piston-type Ernst Flentjner's "shockpreventers", patented, it says, in September 1909. Those at the front are attached at the top to elegant brackets but the inboard back ones are rather crudely clamped round the axle. It was amusing to see the piston-rods moving as the front wheels rode the bumps. The original wood spokes of the wheels were restorable but the chassis was in a sorry state, with a broken cross-member. The front wheels carry 875 x 105 herringbone Dunlops, the back wheels 880x 120s, with three spare tyres strapped on behind. The radiator holds some nine gallons and has a large o/s drain tap, as on the GP cars. The copper fuel-tank beneath the lidded tail holds about 12 gallons and its tiny filler-cap is inscribed with No 7009. Below it is a recess containing a lead pellet, relic perhaps of some scrutineer's seal?

Harrison replaced the SU carburetter, at first with one from a Benz, but now a Renault carburetter is again fitted, low down on the o/s, feeding to the two-branch bronze inlet manifold on the n/s over the top of the Paired cylinder blocks, the piping joints of copper. On the n/s also is the four-branch exhaust manifold, the tail pipe incorporating a very large silencer, so that the car is almost too quiet with the cut-out shut! Incidentally, it is interesting that No 224 is stamped on many of the components, such as on the gear wheels in the vast gearbox, corresponding to the engine number, which is 224/472. A cross-shaft at the front of the engine drives a Bosch D2R magneto on the o/s and

a large separate distributor on the n/s, a typically Renault arrangement, the plug leads being led through a copper conduit.

The narrow cockpit has the accelerator pedal hung outboard of the floor, but this is quite comfortable to operate. The gear change, of quadrant type, is, however, extremely difficult until mastered, but the clutch grips firmly. The brake-pedal works on the transmission, the large drum finned, and the car is steadied with this, serious retardation (and the brakes are quite surprisingly good) being done with the hand-applied rear wheel brakes. Even when it was in a rough state, this fine 7.4-litre Renault was good for quite 65 mph and it is now a fast car indeed, but tiring to drive for distances of over 100 miles. After some fine motoring over the Leicestershire by roads, we spared a thought for Szisz and his mechanic, who had averaged 63 mph for the 770 miles of the 1906 GP, aided by detachable rims as the tyres burst, but finishing with a broken back spring. David Harrison's smaller car, with those same detachable rims on the varnished wheel spokes, is redolent of the might of racing in the old days, being well balanced through fast bends but lively on bumpy roads, its handling of a quality only to be expected of a car built so long ago. The car is now reliable for long road runs, wears bicycle lamps on its rear lamp-brackets for local outings, weighs 23 cwt, and gives about 12 mpg. It was said to have had an automatic advance-and-retard at one time, but now a little floor lever covers this function, swinging the engine being possible by using the half-compression lever that partially lifts the exhaust valves with wedges driven under their cam-followers. The Reg No is CL (Norwich) 1493, and a little medallion says the Renault was registered under New York Motor Vehicle Law as No 48535. It wears red livery (with black upholstery), as did Szisz's GP winning Renault...



I greatly enjoyed meeting this unique car again and could say (as I apparently once did at the age of ten after a trip on the pillion of a fast Indian motorcycle) that a quick blast in the full force of the unbroken air along the country roads of Leicestershire, made me "feel years younger..."! Certainly it has been good to see this Renault in action again in VSCC events. It made its reappearance, in racing trim, at VSCC Prescott in 1983 (113.64 sec) and David clocked 73.21s there in 1984 and 73.97s there this year in the wet, driving the car some 200 miles to and from the course.

It seems to go very well to me, although its owner says it is not a particularly good hill-climber. But as a way of recapturing the great days of motoring on what uncongested roads are left, it has few equals and it can chalk up surprisingly high average speeds, under favourable conditions. — W.B.



For Sale
1974 RENAULT 12 Sedan
Price Neg



Hi Renault enthusiasts. I have a (previous to me) 1 owner R12 for sale if anyone is interested - 1974 sedan. Needs brake master cylinder refurbish, drives good original act rego lapsed Jan 17. I took it to Marques in the Park in late 2016 in case anyone remembers it. I live southside. Please PM me if interested or if you know of anyone looking for a good rust free unit. Make me an offer, I need to free the carport for another Humber (my main interest). I would love for it to go to a good home.
Hugo Fitch Ph 0404837652

Parts of France

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

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

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

ROCC Technical Help

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

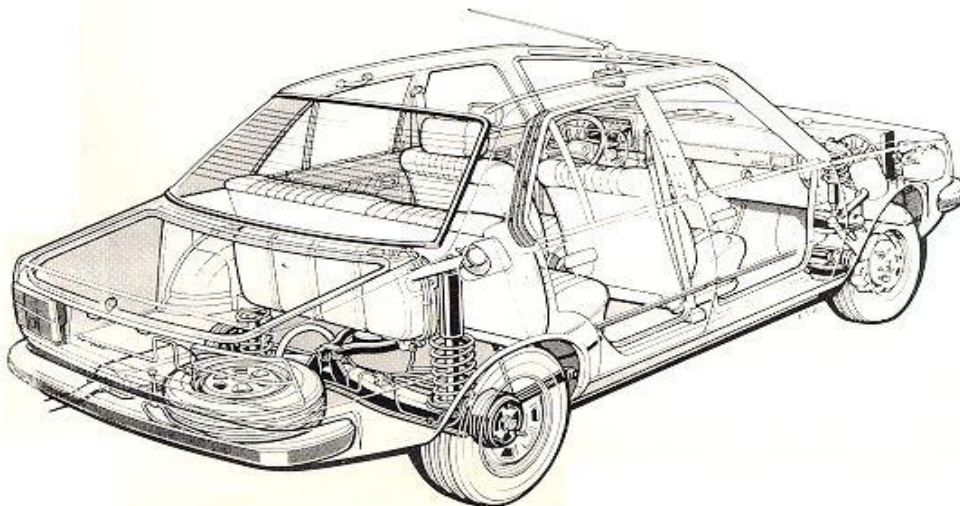
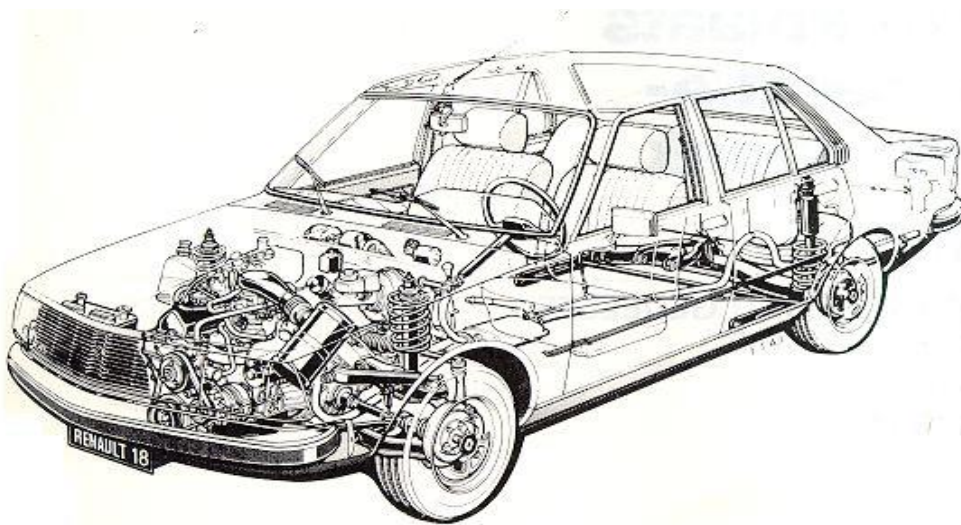
(Available to Financial Members only.)

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.

1. Wrecking Renault 10

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

2. Complete Renault 10

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

Various Renault Parts For Sale

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

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

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

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

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

THEN BECOMES ELIGIBLE FOR HISTORIC REGO

The last repair sheet, and some photos

Asking Price is \$5,000 neg

First imported from NZ for 1988 motor show the registered to LNC imports/ Director on sold to French Consulate, sold to private owner Canberra, Became mine from Canberra 2010 from a deceased mate and re-registered in NSW 2011
Sold to present OWNER 2014 as I purchased The 25 V6 Baccara
The last repair sheet, and some photos attached

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



MAJOR SERVICE

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



Renault Owners Club of Canberra Inc.

Postal Address: ROCC, PO Box 10, Civic Square ACT 2608

MEMBERSHIP APPLICATION FORM

What is the Renault Owners Club?

We are a group of Renault enthusiasts who want to get the best from our cars while minimising the cost of motoring.

Members have one thing in common – ownership of Renaults, in some cases more than one. There are men and women, young and old, new and experienced drivers. Cars range from new and recent models to earlier models.

What does membership offer?

A monthly newsletter is emailed to members and access is available to free advertising on our website www.renaultcanberra.asn.au. Discounts are available on parts and services from various agents as well as technical advice, special tools and a reference library of manuals and videos. Friendly monthly meetings are held on the second Thursday of each month at 8pm at the Hellenic Club, Matilda Street, Phillip. There are also various social activities such as dinners, drives and car shows.

What does membership cost?

Annual membership is a very reasonable \$20 with an additional joining fee of \$5 for new members. Membership covers all dependent family members and the club encourages spouses and children to participate in events and social activities.

Ok, I am interested, what do I do now?

All you need to do is fill out the details below and post to The Secretary, ROCC, PO Box 10, Civic Square ACT 2608 together with a cheque or money order or, if you prefer electronic banking, the Club's details are : BSB 805-022 A/c no 03408590

NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

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

At \$15,995^{*} we have absolutely nothing to add.



We've already given the Fuego air-conditioning as standard. Electric windows and central locking are standard too. And it already has a stereo AM/FM radio cassette. European performance and roadholding aren't options either. They're standard, thanks to Fuego's eager 2-litre alloy engine, five-speed gearbox and front-wheel drive. Even the alloy wheels and Michelin TRX tyres are standard.

And thanks to a strong Australian dollar the standard price for all this is only \$15,995^{*}, plus dealer and statutory charges. In fact the only extra we can think of is you. For your nearest Renault dealer phone NSW (02) 888 7277, VIC (03) 791 5888, QLD (07) 399 0999, SA (08) 211 8166, WA (09) 367 6699. **RENAULT FUEGO**

*As at February, 1984. Renault Importers (A division of IAC Industries Limited).

Doyle Dane Bennett 300.233

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 Ph: (02) 6254 2040 (Lisa Molvig)

Renault 15/17 Register

www.geocities.com/MotorCity/Speedway/9730/Reg.main.html

volker@netspace.net.au. (Volker Schubert)

Renault 16 Register

John Elliott Ph: (03 98906108)

elliottjh@optusnet.com.au : taymike51@gmail.com Mike Neil)

Renault 25 Register

Ph: (02) 6292 2648 h

luke.drady@act.gov.au (Luke Drady)

Renault Clio Sport Register

mhulskamp@iprimus.com (Mark Hulskamp)

Personal Homepages

Fuego

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

Fuego The Plip

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

R17 Gordini

<http://www.gordinicar.com>

Renault Australia

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

Australian Forums

Aussie Frogs

<http://www.aussiefrogs.com>

Renault Clubs in Australia

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

Renault Sport Owners

<http://www.ozrenaultsport.com>

European Cars

forums.eurocca.net

Renault in Australia

<http://renaultinaus.fr.yuku.com/>

Renault Models

R8

<http://Club.r8.free.fr/>

R12

http://home.wxs.nl/~vrija001/R12,_page.htm

R16

<http://r16site.com>

Parts for early Renaults

www.neoretrofrance.com

Magazines

Unique Cars

www.carpaint.com.au/uniquecars

Australian Classic Car Monthly

www.ccar.com.au

Shannons

www.shannons.com.au

Renault 8 Furgon



Renault Dauphine 1966

