



ROCC NEWS

March 2019

Issue Number 364

MONTHLY Newsletter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2019, Celebrating Renault's 121 years.
www.facebook.com/RenaultOwnersClubCanberraassn



Lisa's R12 and French Bicycle at Wheels 2019

In This Issue

Renault Zoe Review
Barry's Mega List of Car Parts for Sale
What the Future Will Bring
Rutherglen Classic/Wheels/Renault Round Up

Next Meeting: Thursday 21 March 2019 at 8pm

Committee Meeting 7.30pm

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



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(Behind Renovation Discounts)

The Editor's Bit



Greetings fellow froggy drivers.

Here I am writing my final editorial piece for the ROCC News! I must admit it has been a rewarding exercise over the years that I have been editor. Sometimes time pressures have really pushed me, but I have tried each time to ensure that I deliver a quality read for all club members. I hope you have enjoyed the magazines I have produced over the years (in both my tenures as editor). Unfortunately, life, work and family have become more and more busy, bringing me to the decision that I would not be running for editor this year. Also with the merger just around the corner I think it is the perfect time to say adios and move over to give another member a go at producing the magazine. I wish whoever takes my place the best and will be here to lend advice if needed. I have paid my 2019 membership so still intend on remaining an active member of the club in the future, in whatever iteration that may be.

Unfortunately, I could not make Wheels this year as we had some urgent business to attend on the South Coast. It looks like it was a great day! Sadly only two Renaults in attendance. Looking forward to commencing work on the R25 in the near future so that I can start driving her around without the issues of blown head gaskets and leaking rear main seals! Once this has been done the car will be transformed and a pleasure to drive! I really love the R25 and find it a majestic and super comfortable cruiser. I hope to be able to use her regularly for many years to come.

I will not be at the March AGM as I will be away on a 5 day cruise of Tasmania. Bring on Battle of Waterloo in June!

Drive safely and see you at a meeting in the very near future!



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

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PRESIDENT'S PAGE

The first few weeks of 2019 have been busy.

On 10th February, I attended the 2019 Renault Roundup in Melbourne where there was a magnificent display of some 80 Alpines and Renaults in glorious weather at Como Park in South Yarra. See separate article in the newsletter.

The following Friday, I joined other Alpine enthusiasts and close to 60 other participants in exotic cars to partake in the Rutherglen Classic, including runs around Winton Raceway. See separate article and photos in the newsletter.

On 3 March, Lisa and I were the only ROCC representatives at Wheels 2019. We were outnumbered by the Pugs and Citroens. The weather was superb and apparently there were close to 600 cars, trucks, hot rods and caravans on display. Many were interested in my 1969 A110 and it seems that I had just missed out on the trophy for the best car on display which went to a good friend of mine for his immaculate T model Ford ute. Photos of the French car display at Wheels are in this newsletter.

Lisa and I had discussions with Brad Pillans and Neil Sperring about the proposed merger with the Pug Club and it now seems that Pug club members will shortly vote on whether to agree in principle to a merger. I also mentioned the current situation to Paul James as the spokesman for the Citroen owners.

In the meantime, work has continued on my Renault Alpine GTA Turbo and the renovation of the engine compartment is now complete. I have installed new plugs, new distributor and rotor button, new pulley belt and various other improvements. I have also removed the car alarm but found that this was not the cause of the electrical shut down that occurred at Bathurst. So further work is underway to trace the cause.

The AGM will be coming up next month and I will not be standing again for President or for any other position on the Committee. I have spent many years as both Secretary and President and it is time for me to move on and let someone else drive the club.

*Drive Safely, Barry McAdie -
President ROCC*

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 21/02/2019**

COMMITTEE and GENERAL MEETING

ATTENDANCE: Lisa Molvig, Barry McAdie, Paul Jones, Leigh McEwan, Mike Pedvin

APOLOGIES: Lachlan & Luke Drady

MINUTES/NOTES OF PREVIOUS MEETING: Accepted

CORRESPONDENCE IN:

- Statements: 2x Aust. Military Bank (Defence Credit), ANZ, Beyond Bank
- Newsletters: RCCA Hub (electronic/pdf version)
- Mille Miles [Fr] magazine issue for Barry
- PO Box renewal notice
- Membership payment cheque – K.M.

CORRESPONDENCE OUT:

- Newsletters (pdf)
- Social event reminders and club runs schedule for 2019

TREASURER:

- Current Balance across all accounts: \$9,056.24
- Current AMB + Beyond Bank Balance: \$1,298.67
- Current AMB Term Deposits: \$7,197.57
- Cash on hand: \$60.00
- ANZ bank: \$500.00
- PO Box renewal paid by Leigh: \$205 (to be reimbursed)
- Interest accrued: \$40
- Xmas Lunch wine: \$57.96
- Xmas Lunch meal subsidy: \$243.24
- Membership is currently 26 members (including 4 hon. members)
- Nil change to club stock holdings

SOCIAL:

- Club Run to Gunning on Feb 24th
- Barry reported on the Renault Roundup event in Melbourne
- 2019 Club Runs list finalised by Lisa. Published in the current newsletter
- Wheels 2019 is planned for March 3rd at Queanbeyan Oval

NEWSLETTER:

- Another interesting issue produced by Luke, to a very high standard.
- March will be the final issue produced by Luke as he will be standing down as editor at the AGM.
- Next contributions due in by 5 March 2019.

TECHNICAL:

- n/a

WEBSITE:

- On hold UFN. Looking for cost effective Web-Hosting and the long-term future of the club before committing funds, time and effort.
- ROCC Facebook page is providing our online presence.

GENERAL BUSINESS:

- Discussion on the Rutherglen Classic Rally attended by Barry, including a track day at Winton Raceway.
- Possible merger with the Peugeot Association of Canberra (PAC) to form a locally based all French Car Club of Canberra. The next step is a vote of PAC membership this month to indicate support for the proposal.
- Alternatively, form a new French car club in the ACT if PAC member vote fails to gain acceptance for a merger with ROCC.
- Gosford Classic Car Museum has closed due to a long running dispute with the ATO over their business model as both a museum and a car dealership. The entire collection of over 300 vehicles will be auctioned on April 6th and 7th by Lloyds.
- New Alpine A110 featured in Wheels Car of the Year 2019 article - February edition p108. It didn't win COTY.19 but gained a very positive review.

Meeting closed at 9:10pm

Next meeting: 21/03/2019

Leigh McEwan - Assistant Sec/Treas, ROCC



Social News and Events

French car drives in 2019

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

Program of Events in 2019

February 24: Gunning Retro Market Day and lunch at Merino Café: we had a mild and sunny day for this outing. I took my new Peugeot 308 for its' first highway drive but roadworks on both the Barton Highway and road to Gundaroo on return made it tar and mud splattered. We had a good turnout for this first French car drive in 2019- five ROCC members but they were in Peugeot, Citroen or Mazda cars, plus two from Citroen group driving Citroens. In total 11 people for lunch. We all enjoyed the markets beforehand and the informal classic car display in the main street. I also liked all the historic buildings in the town.



April 28: Hillbrook Hygge café. A Danish style café where we will have afternoon tea. 222 Doust Road, Lake George. I am currently in discussions with the owner to arrange the menu for our afternoon tea. We may also be joined by members of the Rover car club for this outing.

<https://www.facebook.com/Hillbrook-Hygge-471161556620625/>

June 23: Wins Creek Meadery, Murrumbateman.

www.bindaree.com.au/wins-creek-meadery/

August 25: Hunter Valley French Car Day at Dalwood Estate winery

<https://dalwoodestate.com.au/>

October 27: Explore the Googong area- visit Googong dam, afternoon tea, visit a club members' shed for a tour of his collection.

December 1: Christmas BBQ at Lake Ginninderra

Local and Interstate Events 2019

Wheels 2019: Sunday 3 March: at Queanbeyan Showground.

A fine and sunny day, though a bit warm standing in the sun all day. Only two Renaults in the French car display this year, my R12 and Barry's A110. There were also 7 Peugeots, 9 Citroens and one Motobecane bicycle. It was the centenary of Citroen this month, so they were keen to celebrate with a great display of cars. Overall Wheels was a large and diverse display of motoring history. The Queanbeyan showground is a great venue and the town also had their multicultural festival on that day.

Auto Italia: Sunday April 7: EPIC Arena

<http://www.autoitaliacanberra.com/>

Wheels of Wamboin: Saturday May 18, Wamboin Community Hall, Bingley Way, Wamboin. 9am to 1pm.

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

Battle of Waterloo: Sunday June 16- details to be determined.

Thankyou - Lisa – Social Secretary



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.

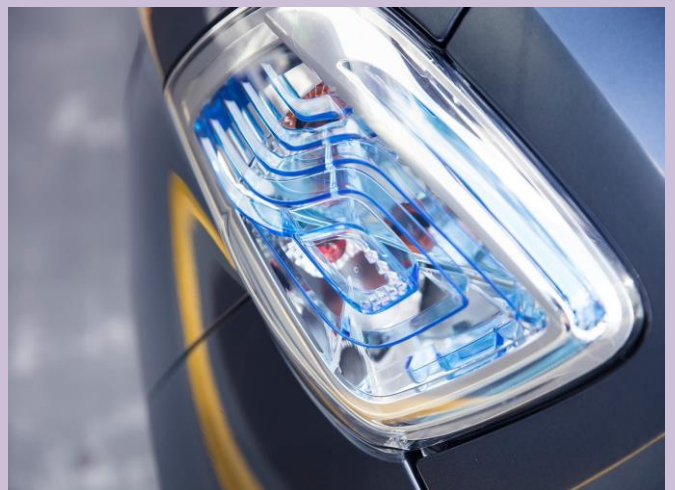


2019 Renault Zoe ZE40 Intense Review



Lack of DC charging capability limits usefulness and tests patience

WELCOME to Australia's oldest yet cutest electric vehicle, as well as Europe's EV bestseller, the Renault Zoe. Launched in 2012, and based on the, ahem, current Clio IV supermini, the electric Frenchie five-seater city hatch has been systematically improved since then, so don't worry; you'll still manage an easy 200km-plus range, even when driven with gay abandon.



Have no doubt. That's precisely how things could end up, given those Clio underpinnings and a low centre of gravity provide such a solid and enjoyable dynamic base. Quick, responsive steering, nippy handling, excellent grip and an isolating ride make [the Zoe](#) more than just the keen driver's choice. With an instantaneous 68kW and 220Nm on tap, the ZE40 (denoting the larger 41kWh battery

pack) is also sprightly off the mark in that typical, dodgem-car EV way; there's also a fairly hefty shove if you mash the throttle out on the open road, though watching your available remaining charge tumble as a consequence isn't as much fun. We'd love to see even stronger regenerative braking resistance for single-pedal driving, though the anchors aren't as touchy as some, thankfully.



For a four-metre city car, the Zoe's pleasingly accommodating, with supportive front seats, sufficient space and comfort out back, and a reasonably sized boot at 338 litres (though note there's no spare – just a tyre-inflation kit). There's also a decent wedge of kit, including a reverse camera, sat-nav, EV-specific climate control (to minimise consumption), keyless entry/start, up-spec audio and DAB+ digital radio.

But then you digest the \$50K (before on-roads) pricing and realise that the dated dash, hard plastics and missing kit like Apple CarPlay and Android Auto would be an embarrassment in a \$25K Clio; dig deeper and AEB and other active driver-assist tech isn't even available; and why aren't Renault's EVs subject to a five-year warranty, instead relegated to just three years' cover?

However, value-for-money concerns would soon be eclipsed by the almost total unavailability of fast-charging infrastructure for the plucky Zoe. That's because it uses an AC rather than the DC system of more modern EVs, which means that while it's fine to replenish those batteries from a regular 10A 240V household plug (albeit slowly, at over 20 hours!), that's your lot. The ZE40 is essentially limited to city and 'burbs.

That's a shame, but then the Renault is getting on for seven years old, and as its diminutive proportions clearly imply, this is an urban commuter EV; the company's demographic profiling reveals that most owners own two vehicles and drive no more than 40km daily.



If that sounds like you, and you dig its unique, youthful, playful chic, then Zoe may be the one.

RATING: 6/10

ARTICLE: Byron Mathioudakis – Wheels Magazine

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What the Future Will Bring

Auto repair shops will go away.

A gasoline engine has 20,000 individual parts. An electrical motor has 20. Electric cars are sold with lifetime guarantees and are only repaired by dealers. It takes only 10 minutes to remove and replace an electric motor. Faulty electric motors are not repaired in the dealership but are sent to a regional repair shop that repairs them with robots. Your electric motor malfunction light goes on, so you drive up to what looks like a Jiffy-auto wash, and your car is towed through while you have a cup of coffee and out comes your car with a new electric motor!

Gas stations will go away. Parking meters will be replaced by meters that dispense electricity. Companies will install electrical recharging stations; in fact, they've already started. You can find them at select Dunkin Donuts locations.

Most (the smart) major auto manufacturers have already designated money to start building new plants that only build electric cars.

Coal industries will go away. Gasoline/oil companies will go away. Drilling for oil will stop. So say goodbye to OPEC!

Homes will produce and store more electrical energy during the day and then they use and will sell it back to the grid. The grid stores it and dispenses it to industries that are high electricity users. Has anybody seen the Tesla roof?

A baby of today will only see personal cars in museums.

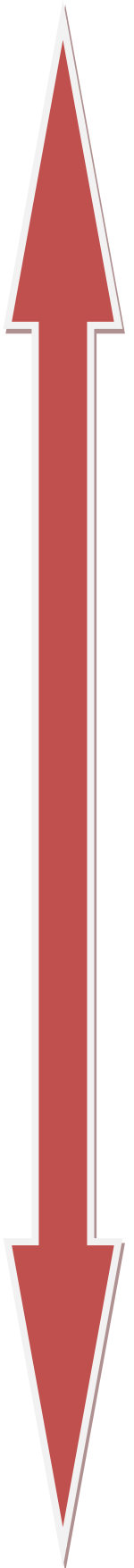
The FUTURE is approaching faster than most of us can handle.

In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared and they went bankrupt. Who would have thought of that ever happening?

What happened to Kodak will happen in a lot of industries in the next 5-10 years and, most people don't see it coming.

Did you think in 1998 that 3 years later, you would never take pictures on film again? With today's smart phones, who even has a camera these days?

Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels, but followed Moore's law. So as with all exponential



technologies, it was a disappointment for a time, before it became way superior and became mainstream in only a few short years. It will now happen again (but much faster) with Artificial Intelligence, health, autonomous and electric cars, education, 3D printing, agriculture and jobs.

Forget the book, “Future Shock”, welcome to the 4th Industrial Revolution

Software has disrupted and will continue to disrupt most traditional industries in the next 5-10 years.

UBER is just a software tool, they don't own any cars, and are now the biggest taxi company in the world! Ask any taxi driver if they saw that coming.

Airbnb is now the biggest hotel company in the world, although they don't own any properties. Ask Hilton Hotels if they saw that coming.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go-player in the world, 10 years earlier than expected.

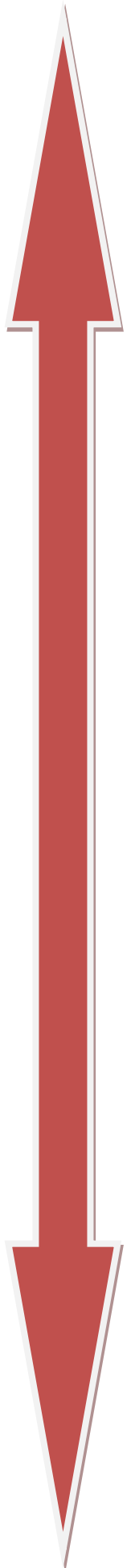
In the USA, young lawyers already don't get jobs. Because of IBM's Watson, you can get legal advice (so far for right now, the basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So, if you study law, stop immediately. There will be 90% fewer lawyers in the future, (what a thought!) only omniscient specialists will remain.

Watson already helps nurses diagnosing cancer, its 4 times more accurate than human nurses.

Facebook now has a pattern recognition software that can recognize faces better than humans. In 2030, computers will become more intelligent than humans.

Autonomous cars: In 2018 the first self-driving cars are already here. In the next 2 years, the entire industry will start to be disrupted. You won't want to own a car anymore as you will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it you will only pay for the driven distance and you can be productive while driving. The very young children of today will never get a driver's license and will never own a car.

This will change our cities, because we will need 90-95% fewer cars. We can transform former parking spaces into parks.



1.2 million people die each year in car accidents worldwide including distracted or drunk driving. We now have one accident every 60,000 miles; with autonomous driving that will drop to 1 accident in 6 million miles. That will save a million lives plus worldwide each year.

Most traditional car companies will doubtless become bankrupt. Traditional car companies will try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels.

Look at what Volvo is doing right now; no more internal combustions engines in their vehicles starting this year with the 2019 models, using all electric or hybrid only, with the intent of phasing out hybrid models.

Many engineers from Volkswagen and Audi; are completely terrified of Tesla and so they should be. Look at all the companies offering all electric vehicles. That was unheard of, only a few years ago.

Insurance companies will have massive trouble because, without accidents, the costs will become cheaper. Their car insurance business model will disappear.

Real estate will change. Because if you can work while you commute, people will move farther away to live in a more beautiful or affordable neighborhood.

Electric cars will become mainstream about 2030. Cities will be less noisy because all new cars will run on electricity.

Cities will have much cleaner air as well. (Can we start in Los Angeles, please?)

Electricity will become incredibly cheap and clean.

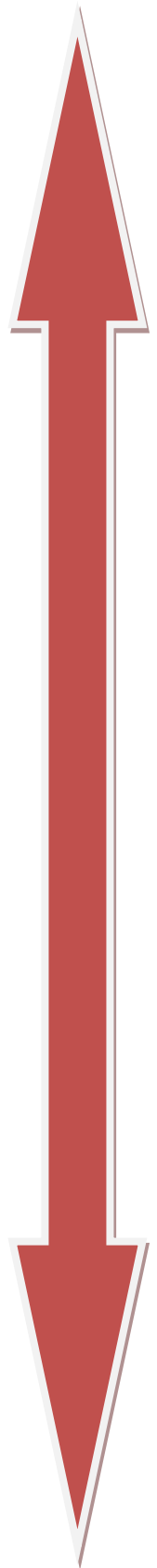
Solar production has been on an exponential curve for 30 years, but you can now see the burgeoning impact. And it's just getting ramped up.

Fossil energy companies are desperately trying to limit access to the grid to prevent competition from home solar installations, but that simply cannot continue - technology will take care of that strategy.

Health: The Tricorder X price will be announced this year. There are companies who will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and you breath into it. It then analyses 54 bio-markers that will identify nearly any Disease. There are dozens of phone apps out there right now for health purposes.

WELCOME TO TOMORROW – it actually arrived a few years ago.

ARTICLE: Provided by Barry McAdie



Victorian Renault Round Up 2019



On 10 February, there was a great gathering of over 80 Alpines and Renaults at Como Park in Melbourne for the annual Renault Roundup.

Four new Alpine A110s were on display by Rodney Apcar (who had a basket of French goodies on the passenger seat), Steve and Caroline Kalendarin (their car has only done 700kms so far), Sam (who was the first to order a new Alpine) and myself (with a cracked windscreen and half finished film protection). The best Alpine award went to Steve because he still had the original black wheel centre caps in place otherwise the judges could not separate the cars apart from my defects. Incidentally, the windscreen was replaced the next day by Brighton Alpine under warranty.

Paul Groome displayed his A310 Calberson project, no motor yet but once completed this will be a stunning car. In addition we had Steve Cavanaugh, Colin Stark and Rob's original A110, Andy and Dave's A310 (4 and 6), John Elliott's GTA and a Le Mans GTA. The only model missing was the A610.

Some great photos of the day were posted by Venus Lane on facebook

https://www.facebook.com/vvlane/media_set?set=a.10156050592743568&type=1&l=a4f077860f

More photos by Dave Cavanaugh on French Connection

<https://www.facebook.com/groups/289635177899427/permalink/1005631162966488/>

And even more by James Cavanaugh

<https://www.facebook.com/groups/38025850708/permalink/10156642277425709/>

And the Renault Car Club of Victoria

<https://www.facebook.com/RenaultCarClubOfVictoria/posts/2647606895254697>

It was a great day and thanks to Ernst Luthi for allowing me to stay at his place in Coburg while attending the display and for my visit to Brighton Alpine on the following Monday.



Rutherglen Classic 2019



I was invited some time ago by Mark Avis of Brighton Alpine to do the Rutherglen Classic run by Cisitalia Promotions – a weekend touring rally that evokes the the grand motoring tours of yesteryear. Brighton Alpine was one of the sponsors and supplied support vehicles – a new Megane RS and a Trafic van.



The event kicked off at Essendon Fields on Friday 15 February with breakfast and registration at La Manna but I met the group for morning tea at Top of the Ranges at Mount Macedon. The next stop was lunch at Winton Raceway followed by 2 ½ hours of time trials. This was the first time my new A110 had seen a race track and it was great fun now that the car has exceeded 3,000 kms and I could use track and sport modes. The highlight at the track was Colin Stark overtaking a big Mustang down the main straight and there was not much the Mustang could do to overtake Colin. The Mustang started to blow blue smoke and he gave up the chase. It turned out that the Mustang had a defective hose which is supposed to return oil from the rocker covers to the sump.

That night we stayed in Beechworth with dinner at the Bridge Road Brewery followed by breakfast the next morning at the Armour Inn. I stayed at the Carriage Motel only a few paces from the Hibernian Hotel and managed a few Carlton Black beers in the company of some locals who were very curious about my new A110.

Then we (Mark and Tony, Jeff and Carol Bee, Jock Granger and Ian in the Lotus, Colin and Lyn Stark in the A110 and myself) headed off towards Bright and Stanley where we stopped on a nice straight stretch of road while Mark gave a few people demo rides in the new A110. Jeff Bee had a big smile on his face after he finished his fast run and I wonder if he will get one – he was hugely impressed.



We stopped over in Bright for lunch at the Bright Brewery and then visited a magnificent winery on the outskirts of Rutherglen. Then there was the gala dinner and auction at the Tulleries Restaurant.

Awards were presented to drivers voted as having the most popular cars and Colin Stark won a trophy for coming third in the popularity stakes for his Group 4 A110. A 190 Mercedes convertible scored 2nd prize and 1st prize went to a little immaculately restored Fiat.



Article: Barry McAdie



WHEELS 2019





2019 Formula 1 Team and Driver List



Mercedes-AMG Petronas Motorsport

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

Scuderia Ferrari Mission Winnow

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

Aston Martin Red Bull Racing

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

Renault Sport Racing Limited

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

Rich Energy Haas F1 Team

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

McLaren F1 Team

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

Racing Point F1 Team

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

Alfa Romeo Sauber F1 Team

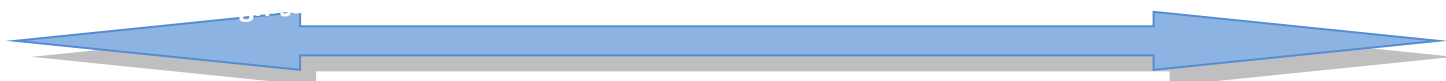
7 - Kimi Raikkonen
99 - Antonio Giovinazzi
Chassis: Sauber
Engine: Ferrari
Company: Sauber Motorsport AG

Red Bull Toro Rosso Honda

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

Williams Racing

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



Barry McAdie's Car Parts for Sale

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

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

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

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

RENAULT SPARES IN AUSTRALIA by CLUB

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

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

R10 parts

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

R12 parts,

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

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

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

Fuego Parts

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

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

Renault R17/15 Parts

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

R25

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

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

Various

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

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

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

Ricciardo: Renault has new upgrade philosophy for 2019



Daniel Ricciardo says his Renault Formula 1 team will have a “quite different” car development philosophy in 2019, which he hopes will help it “stay ahead of the curve”.

While Renault had accomplished its goal of finishing top of F1's midfield last year, questions were raised over the rate of its in-season development compared to nearest rivals Haas and Racing Point.

Nico Hulkenberg conceded towards the end of the season that Renault [had “lost out” over the course of the campaign](#), having started it with what was convincingly the fourth-best car.

“I am pretty sure we have not made progress,” he said in Japan, adding that Renault's upgrade plan couldn't match the major steps that propelled its direct rivals forward.

Ricciardo, who has arrived from Red Bull to partner Hulkenberg in 2019, said he “expects good things” from the French outfit in this year's development race.

“I think the philosophy this year will be quite different as far as the upgrades we get,” he claimed.

“I think the plan and the structuring is going to change, and their philosophy on what to bring and when to bring it. I believe that is going to change.

“I will be part of that and trust that process, and hope we are staying ahead of the curve.”

Read also:

- [Ricciardo: "No hard evidence" Renault is midfield leader](#)
- [Renault says 2019 F1 engine has hit "high targets"](#)

With F1's midfield teams looking closely-matched once again on evidence of pre-season testing in Barcelona, in-season development will be key to how their battle pans out.

Renault is known to have bolstered its factory in Enstone in preparation for 2019, so as to avoid further development struggles.

Its technical director Nick Chester says the scope afforded by the new regulations also gives the team more confidence about making progress with the RS19.

"It's partly because of the regulations we've got this year, the 2019 regs, that open up quite a lot of avenues," Chester explained.

"So there is a lot to be developed this year, in terms front wings, brake drums, bargeboards, sidepods vanes – there's a whole big area available for development.

"We put a lot of effort into our tunnel programmes and aero programmes, so we'll be trying to get things through as quick as we can and put those gains on the car."

Ricciardo believes Renault's in-season progress will also come from continuous work on its engine, although the French manufacturer has claimed it's already made a "substantial" step forward in the off-season.

"I think, in a way, the exciting thing for Renault is that the last few years it is no secret that we have always been playing catch-up with the power unit, so the positive with that is we always feel there is more to gain than the others," Ricciardo said.

"So from that I will obviously always stay optimistic and feel that in that development we can find a bit more in the season and keep closing the gap."

ARTICLE: www.motorsport.com Valentin Khorounzhiy



RENAULT SPORT
FORMULA ONE TEAM

2019 Formula One World Championship Calendar

Round ◆	Grand Prix ◆	Circuit ◆	Date
1	Australian Grand Prix	 Melbourne Grand Prix Circuit, Melbourne	17 March
2	Bahrain Grand Prix	 Bahrain International Circuit, Sakhir	31 March
3	Chinese Grand Prix	 Shanghai International Circuit, Shanghai	14 April
4	Azerbaijan Grand Prix	 Baku City Circuit, Baku	28 April
5	Spanish Grand Prix	 Circuit de Barcelona-Catalunya, Montmeló	12 May
6	Monaco Grand Prix	 Circuit de Monaco, Monte Carlo	26 May
7	Canadian Grand Prix	 Circuit Gilles Villeneuve, Montreal	9 June
8	French Grand Prix	 Circuit Paul Ricard, Le Castellet	23 June
9	Austrian Grand Prix	 Red Bull Ring, Spielberg	30 June
10	British Grand Prix	 Silverstone Circuit, Silverstone	14 July
11	German Grand Prix	 Hockenheimring, Hockenheim	28 July
12	Hungarian Grand Prix	 Hungaroring, Mogyoród	4 August
13	Belgian Grand Prix	 Circuit de Spa-Francorchamps, Stavelot	1 September
14	Italian Grand Prix	 Autodromo Nazionale Monza, Monza	8 September
15	Singapore Grand Prix	 Marina Bay Street Circuit, Singapore	22 September
16	Russian Grand Prix	 Sochi Autodrom, Sochi	29 September
17	Japanese Grand Prix	 Suzuka International Racing Course, Suzuka	13 October
18	Mexican Grand Prix	 Autódromo Hermanos Rodríguez, Mexico City	27 October
19	United States Grand Prix	 Circuit of the Americas, Austin, Texas	3 November
20	Brazilian Grand Prix	 Autódromo José Carlos Pace, São Paulo	17 November
21	Abu Dhabi Grand Prix	 Yas Marina Circuit, Abu Dhabi	1 December

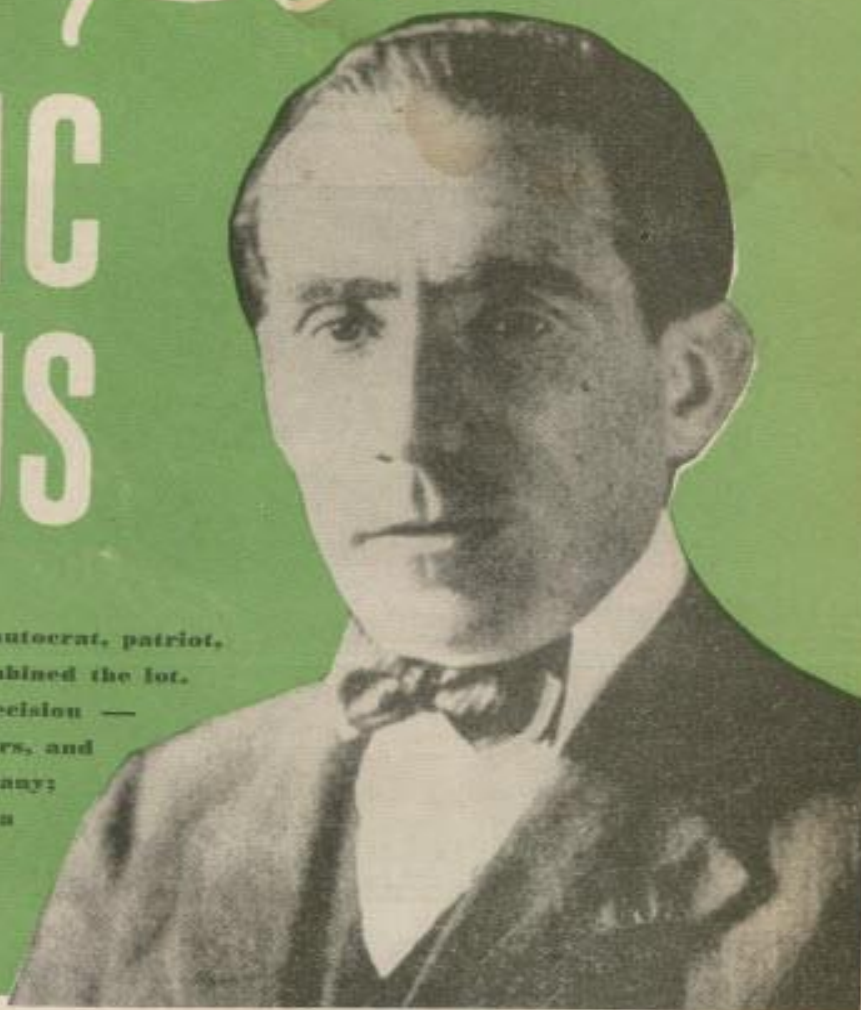


RENAULT
SPORT F1

Louis Renault

TRAGIC GENIUS

Mechanical genius, intolerable autocrat, patriot, philanthropist—Louis Renault combined the lot. Then came his most tragic decision — to see his entire factory, workers, and equipment transported to Germany; or to continue operating under a German Occupation Army administrator. Renault chose the latter — and lost his all!



LOUIS Renault was all the auto giants rolled into one.

He was as cantankerous as Henry Ford, as dynamic as Billy Durant, as versatile as Henry Royce, as profane as Herbert Austin — and no less a ladies man than E. J. Pennington!

In fact, Louis Renault was a character almost too fantastic to be true. He used to produce magnificent working models of his ideas by working all night in the factory after a hard day at the office. He designed a direct-drive gearbox when he was twenty, and the royalties he subsequently collected were enough to keep him in luxury for life. He was a true artist, and the beauty of his many mistresses was legendary. A gifted engineer, he designed complicated machine tools that later formed the

basis of today's "automation".

Tough and brave, Renault once made a habit of racing his own cars until he either crashed or collapsed at the wheel. Yet at the same time he was so shy that when called upon to speak in public, he stammered like a small boy.

Undoubtedly Renault was both a genius and a paradox. He could be stubborn to the point of childishness; refusing to change his designs even after repeated failure of certain components was sending his dealers frantic. He fought tooth and nail to collect royalties on his own numerous patents, yet nonchalantly plundered the ideas of others without conscience.

When he was twenty-one, Louis Renault was the worst scholar in the district. All through his life this

early lack of formal education hampered and dismayed him — but single handed he still built up the largest car factory in Europe.

Began as a Draftsman . . .

Renault started life as a draughtsman and his love of machines never left him. Indeed, his skill on a lathe made most skilled artisans look like novices.

Once he happened to be walking past a new lathe which was being demonstrated by a technician from the firm who had designed and built it. The Renault factory at the time was producing war munitions, and Louis stopped to watch the technician show how the lathe could cut three shells an hour. The demonstration over, Renault elbowed the technician aside and proceeded to use the same lathe to cut five shells an hour!



The crash that killed Marcel Renault during the Paris/Madrid race left his high-powered Renault Freres racer lying in a ditch. Louis learned the news when he reached Madrid; never raced again.

Incidents like this made Louis Renault the talk of France before he was twenty-five, but all through his life he shunned personal publicity.

So it was that for years the less savoury of his actions became public, whilst much of the generous and patriotic side of his character remained unknown.

Murdered . . .

Virile and healthy, Renault died in fearful agony in mysterious circumstances immediately after the last war. He was accused of collaborating with the Germans, but was too proud to let it be known that he had been offered a choice — either he ran his factory under German supervision, or else his men and his machines would be transferred wholesale to Germany.

This fact might have come out in a courtroom, but Renault was murdered in the prison hospital whilst awaiting trial. Technically, he was supposed to have died of bladder trouble; but a subsequent X-ray showed that death had been caused by a cerebral haemorrhage, following a fracture of the spine. Patriots . . . or Communists . . . personal enemies . . . or disgruntled workmen? No one knows. But his factory was taken over by the French Government, and has ever since been State controlled.

Today there is a strong movement in France to clear his name, for Louis Renault was unquestionably a patriot. A patriot whose factory and fortune were seized, and whose record as one of France's finest indus-

Louis Renault drives his first car through Paris at speeds up to 50 m.p.h. Car had a 239 c.c. engine, his own patent gearbox, and a live rear axle. Renault was so pleased he chiselled the words "De Dion Bouton" off the engine; said, "The car is now a Renault."





1898 Renault voiturette. Powered by a De Dion engine, this car was the first volume production Renault.

trialists had been smeared for all time.

It took us over two years to write this article! When we first set out to write the Renault story the French factory ignored all our pleas for information and photographs. Many other journalists had tried also to get the true Renault story. They, too, met a blanket of silence.

One man — M. Saint Loup — undertook the Herculean task of interviewing relatives and friends of the dead industrialist. His book, "Renault", has been invaluable in the preparation of this feature. But much of our material comes from other sources, both contemporary and historical; and from the tireless efforts of two of our representatives overseas.

Beginning . . .

Louis Renault was one of three sons born to the wife of a prosperous button manufacturer. Louis, however, was the problem child! His school career was doomed before it started, for he simply ignored his tutors and skipped his class work.

By the time he was twenty, young Renault had filled the hunting lodge on his parents' estate with clanking machinery of his own contrivance. Night and day the lathe turned and the forge hissed, until finally there emerged from the lodge a steam-powered motor boat. It practically capsized on its maiden voyage, but this fact worried Louis not at all. He was more concerned with another bright idea — the design of a direct-drive gearbox.

The gearbox was a great success. So, already shrewd and sharp, young Renault took out a patent; and for the next thirty years he collected royalties from manufacturers all over the world.

The gearbox was originally intended for his motor boat, but Louis decided that it would be equally successful for a car. He eagerly explained his ideas to Marcel, his

brother, and finally persuaded him to finance the building of a motor car.

First Renault Car . . .

The design was little short of brilliant. Renault bought a 1 h.p. De Dion engine, and installed it, together with his gearbox and a home made crown-wheel-and-pinion rear axle, in a four-wheeled chassis. Each wheel was made to run on ball bearings, and each part was individually designed to be as light as possible.

The 239 c.c. engine, technically, was far too small to move a four-wheeled car; but the precision of the Renault design, together with the generous use of ball bearings, worked wonders. The little car raced over the bumpy French roads at 50 m.p.h.,

and soared up every gradient in Paris.

In Business . . .

Delighted, Louis chiselled off the words "De Dion-Bouton" from the engine. "It is now a Renault car," he explained!

The Renault caused a major sensation. Its agile performance amazed the experts, and the precision of its engineering was a revelation.

Within a matter of weeks Louis had demonstrated the car to his friends and had collected twelve orders — each with a substantial deposit.

He was in business!

Marcel and Fernand — his two brothers — both plunged their savings into machinery for the small shed that Louis proudly called a factory. This little shed at Billancourt, the family home, so became the nucleus of a world wide enterprise.

From then onwards, Louis Renault lived an amazingly intense life. His normal pace was at the double, and an unbroken succession of girl friends served as his only relaxation. The precision-built light car sold by the dozens and soon Louis had a score of men, all hammering, machining, forging and sweating in his small workshop.

Reliable . . .

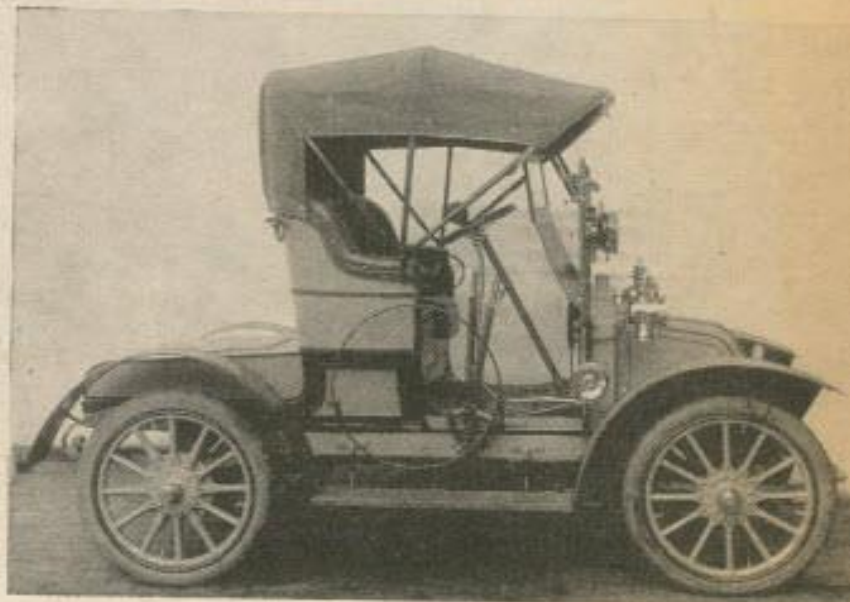
The reliability of the new Renault product continued to attract an unbroken succession of customers.

Louis consistently refused to advertise, and on one occasion he almost assaulted a magazine editor who had the temerity to suggest that a full page advertisement in his periodical would perhaps have been a better investment than a new piece of machinery.

Competitive Years . . .

In October, 1899, a Renault car made its debut in competitive motor sport — and won! Within a week, both Louis and Marcel had become enthusiastic racing drivers. They entered their cars in every race they

The 1908 Renault was considered one of the most elegant and superbly engineered cars of its day. Louis Renault built more than 4,000 of them in this year; designed his own mass-production machinery to do so.



could get to. Sometimes Marcel won, sometimes Louis and more often than not they took first and second place between them.

Both were fearless drivers, but Louis' endurance was prodigious. He frequently crashed and spent hours repairing his machine. Once he went without food and sleep for days on end, just so he could finish a race.

Another time, after he had wrecked his car on a bend, he walked countless miles to the finishing post. He had previously studied the regulations and they made no provision against anyone finishing the race on foot, just as long as they had started in a car.

Within two years the three Renault brothers found themselves employing 500 men. The demand was so great that Louis designed an assembly line, laying down principles which were later copied by Henry Ford.

Originally all Renault cars employed De Dion engines, but early in 1902 Louis perfected his own four-cylinder unit, developing 335 b.h.p. He had also designed a shock absorber, a powerful braking system, and a quite delightful gearbox. All were incorporated in the 1902 model, which was said to be twenty years ahead of its time.

The success of this car sent sales up to dizzy heights. Marcel won the Paris-Vienna race on it, and sales soared once again. Soon there was a year's waiting list for all Renault products.

Louis increased his tempo of life accordingly. His beautiful mistresses became the talk of Paris. The long hours he worked at the factory were the scourge of his executives — for they were expected to be on hand there, too! His ingenious ideas kept the patents office frantic.

Death of Marcel . . .

In the midst of so much triumph,

Marcel was tragically killed in the Paris-Madrid race.

His car was very highly geared, as he needed a very high speed in order to keep up with the powerful Mors and Peugeot of the day. But though fast, the Renault took a long time to wind up. Marcel went into a tight corner fast — because he dare not risk the loss of time accelerating. But he under-rated the sharpness of the corner and the car roared off the road into a ditch, with fatal results.

Louis was also taking part in the race. He learned of the accident at a control point, then raced on to the finish, where he collapsed with grief.

He never raced again.

The death of his brother almost wrecked Louis. After weeks of anguish, however, he finally shrugged off his sorrows with a furious burst of creative energy, which swamped out the patents office completely.

Energy . . .

Louis Renault the inventor worked in his private machine shop until long after the lights of Paris had dimmed. During the day, Louis Renault the industrialist harassed and bullied his executives continuously from his office desk. It is said that he seldom stopped giving orders; even bellowing out demands over the top of the door of his private toilet!

Whatever his means, Renault's ends were spectacular. During 1899, the first year of production, his factory built 71 cars. Next year production was doubled. In 1901 it was doubled again, and by 1908 the Renault brothers were building 4600 cars a year.

1910 proved disastrous. Just when orders were coming in higher than ever the Seine overflowed and flooded out the factory. The damage ran into millions of francs, and for several days it looked as though Ren-

ault was ruined. But Louis Renault fought best when the odds against him were longest. He worked night and day supervising large gangs of men, pumping away the water, and clearing out the debris.

When normality was eventually restored, Louis threw himself into a frenzy — designing new buildings, and drawing up plans for the restoration of existing buildings.

Even though his working capital was by then down to a perilous level, Renault refused to approach the banks for financial aid. His distrust of bankers was purely psychological, but never in his entire career did he allow outside financial interests to have one penny interest in his business!

Visited America . . .

In the prosperous years before the First World War Renault had a steady export market, principally to the United States. Eventually he decided to make a personal visit there, and to study the country at first hand.

At the time of his visit to America, Renault was both liked and respected by his work people. On his return he adopted an industrial technique known as the Taylor system, which had been learned from Ford. It was virtually a type of time and motion study, in which all workmen were clocked, and which then showed how best they could speed up the operation.

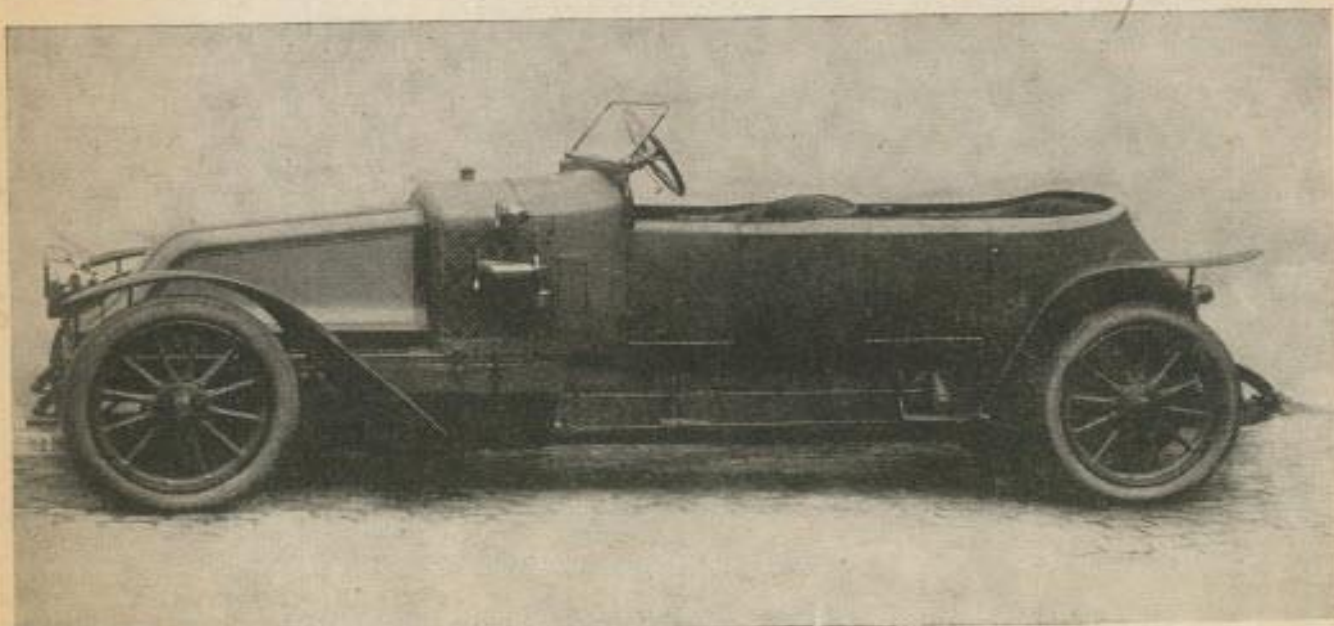
His French workers angrily rejected the system.

Louis ordered each department supervisor to lecture on the Taylor principle, but the lecturers were promptly chased from their platforms with a shower of nuts and bolts. War was on!

Louis, as boss, eventually won, and the Taylor system was installed.

(Continued on page 70)

By 1914 Renault was turning out sleek, fast sports models such as this 40 h.p., 6-cyl. "Torpedo." Always a man of strong ideas, he maintained always that the radiator should be behind the engine—hence the cooling vents shown in the photograph.



LOUIS RENAULT — TRAGIC GENIUS

(Continued from page 21)

But the hostility remained, and grew with the passing of each year.

World War I . . .

Overnight, the Renault factory was thrown into the turmoil that became part of the First World War. Louis — who in later years was to be denounced and murdered as a collaborator — worked harder for the war effort than ever he had done for himself. Actually he had foreseen the war long before the politicians of France. Some years before, German industrialists had approached him and offered an immense sum for the rights to manufacture the Renault aero engine.

Louis had not even considered it. "How," he asked friends, "can I be expected to sell my engine to France's enemies?"

His genius as a high-pressure production engineer was never more clearly shown than during that war. Single handed, Renault organized the whole French motor industry into one unified munitions plant. He worked by night and by day; studying plans, ordering machines and working out schedules. He even passed on lucrative contracts to his bitter enemy Andre Citroen, and resignedly watched his rival's plant grow from obscurity into a powerful competitive weapon.

After the war, the French people knew Renault only as a man who had made a fortune producing munitions. Renault's phobia against personal publicity had, it seemed, done him immense harm.

The government alone was aware of the immense sacrifices Renault had made. Only the government knew that by working into the small hours of the morning Renault had given the allies the finest aero engine ever known; that the world's first successful tank had been designed and built by Louis Renault personally; that Renault had thrown away a fortune when he refused the offer made by the French Ministry to treat him as main contractor and give him an over-riding commission on all munitions made by the French motor industry.

Renault the patriot became known instead as Renault the profiteer.

Autocrat . . .

As the gulf between him and his work-people widened, Renault grew more and more into the complete autocrat. His daily arrival at Billancourt set a siren blaring. The factory immediately sprang to life as though attacked by a powerful enemy. The gate keepers saluted Renault — but the salute would never be acknowledged! No man dare be seen loafing!

Following the First World War Renault put aside his mistresses and married. In due course his wife produced a son and heir, and with this new incentive Louis Renault redoubled his interest in the factory, often working eighteen hours out of

each twenty-four.

His instinct as an engineer was frequently worth more than all the careful calculations of his highly paid technical staff. On many occasions a designer would draw up plans for a new component, after having made a long and tedious study of the stresses involved. Renault would glance lazily at the drawing, and then modify it with a few quick flourishes of his red pencil.

"Try that," he'd say. And to the astonishment of the designer, the new part would usually be better than the old.

He also designed some highly complicated machine tools — anticipating the involved "transfer machines" which form the basis of today's automation.

Stubbornness . . .

Though Renault's ability as an engineer was unquestioned at the factory, his stubbornness was even more notorious. On one occasion the axle shafts of his light car were breaking so frequently and monotonously that all his dealers were growing panicky. Renault swept their pleas aside and refused to change the design. His stubbornness eventually threatened to ruin Renault sales across France.

Finally, one of Renault's top executives worked out a plan. One day he put a broken axle on the boss's desk. Next morning he put three. Then six — and so on. Eventually Renault found a small mountain of broken axles in his private office, and furiously allowed his design department to make the necessary modifications!

In the years preceding the World War II the gulf between Renault and his workers grew to impossible proportions. Finally there was a factory-wide strike. Renault charged the trouble makers with being communists, and promptly threatened to install cloakroom attendants to pick the pockets of the workers and destroy all "subversive" literature.

Eventually the strike was broken — but with Renault's victory came hatred and much bitterness.

Birth of the 750 . . .

Soon after the strike Renault paid a visit to Germany, where he was shown the prototype version of the Volkswagen — personally, by Adolf Hitler. Enormously impressed, Renault returned and started designs for a similar design — the car which was to become eventually the "750". But long before it had ever reached production the crashing fury of war shattered Europe!

The French Ministry immediately sent Renault to America on a fact-finding tour, but even before he had crossed the Atlantic some hostile newspapers were accusing him of "running away from the war".

Angry, Renault returned to his factory — arriving just before the German Army, who promptly requisitioned the huge plant and put an administrator in charge.

Renault was then given his choice. Either he would agree to help run the plant, or else his men and machines would be shipped to Germany and handed over to one of the Ger-

man industrialists. Snarling and bitter, Renault the patriot was forced into becoming Renault the Collaborator.

Mystery . . .

What happened eventually is still wrapped in mystery. It is known that Renault remained an extremely unwilling assistant to his German administrator throughout the entire war — but he nevertheless managed to deceive the enemy well enough to put inferior metal alloys into the truck engines he was building, and also to complete in secret his plans for the "750". He even built three prototypes during the war in complete secrecy.

As soon as the war ended, Renault knew himself to be a doomed man. Vitriolic attacks in the French press had made him a nation-wide object of hatred!

Finally, the French police were forced by public outcry to charge him with collaborating with the conqueror. Renault was hunted like an animal; was finally seized and thrown into hospital, pending a trial.

When Renault was first taken by the police he was robust, healthy, and alert, the enormous strain of building his vast empire having taken unbelievably small toll.

Tragedy . . .

Two weeks later, he had become a physical and mental wreck. No one yet knows for certain just what happened; but it seems likely that patriots entered Renault's room — either with or without knowledge of the hospital authorities — and systematically tortured him. This possibly went on for several days — possibly for an entire week. At the end of this time Renault was found lying racked with excruciating pain but still clutching tenaciously to life.

Eventually he died — officially of a bladder ailment. But an X-ray taken of his corpse through the coffin lid confirmed what many people had suspected — Renault's spine had somehow snapped!

Thus died one of France's finest industrialists — convicted by public outcry of a crime that was never proven.

His factories and estates were seized by the French Government and are now State owned and operated. Though the memory of Louis Renault is still kept alive by the products which bear his name, the tough, vitriolic Frenchman has been stripped of all.

Today there is a strong movement afoot to clear Renault's name. Members of his family, together with several powerful friends, are trying hard to right an apparent wrong.

They claim that Louis was a patriot; forced to choose between two unavoidable evils. Was it better to actively aid an enemy — or to stand aside passively while thousands of his work-people were dragged from their homes and force-marched to Germany?

The old "Ogre of Billancourt" was undoubtedly used to making tough decisions. But never before had he been faced with a decision so momentous and disastrous as the one that was later to cost him his all.

ROCC Technical Help

a number of fellow members have agreed to provide advice, where they are able, to other members. Their names, contact details and the Renault models they cover are as listed below.

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

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

ROCC SPECIAL TOOL LOCKER

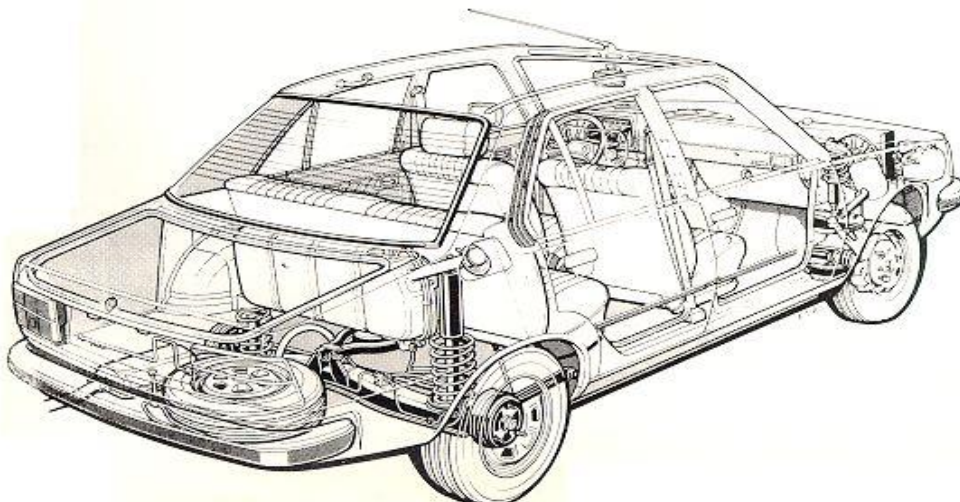
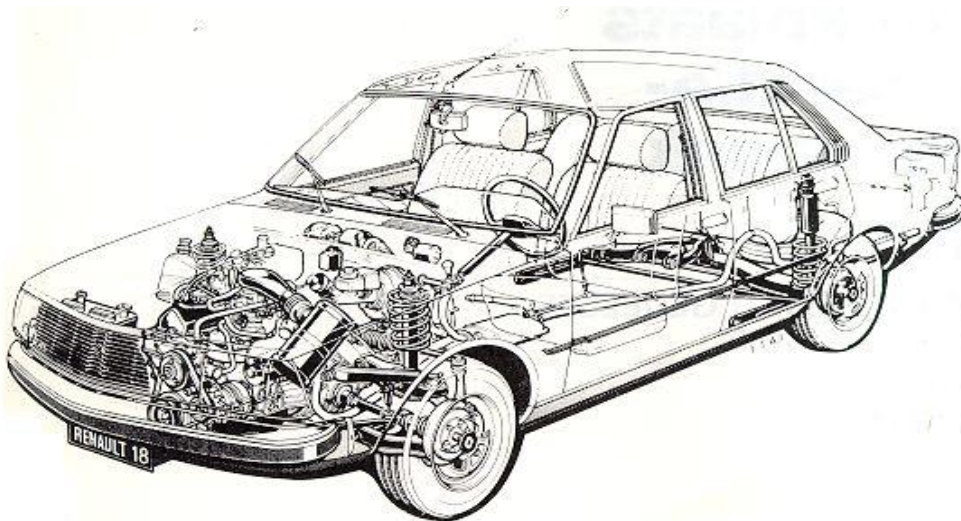
(Available to Financial Members only.)

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

Please contact Michael Pedvin, 6215 1994 (W) or 62885751 (h) or burrinjuck@netspeed.com.au.

MOT10	4cv Head bolt socket
MOT12	Liner Retaining brackets
MOT13	Rocker arm clearance adjusting wrench 10mm
MOT131.02	R16 Main bearing oil seal install mandrel
MOT231.02	R12 Main bearing oil seal install mandrel
MOT232	R16 oil press switch install. Spanner
MOT233	Rocker arm clearance adjust. wrench
MOT233.01	Oil press switch wrench
MOT251	Support plate for checking liner protrusion
MOT259.01	Main bearing oil seal install mandrel
MOT420	Timing chain slipper setting gauge
MOT443	Rocker arm clearance adjusting wrench (812 eng. only)
MOT446	R16TS cylinder head centering tool
MOT451	R16TS head gasket aligning studs x2 plus removing tool
MOT521	Liner retaining clamp
MOT799	?
MOT	Expansion bottle cap wrench
MOT829	Fuego/20TS/25 cam pulley holder
MOT761	R12/1.4T/chain tensioner install tool
MOT124.507	Piston Liner holders x 2
T.av476	Ball joint extractor
T.av493	Ball joint extractor
T.av512	Steering link ball joint extractor

T.av537.02	D/shaft book install. Slide
Sus234	R16 Torsion bar tensioner
Sus349	R16 Torsion bar aligning sleeve
R16 camshaft seal install. sleeve	
R10/12/16 Clutch aligning mandrels.	
R12 compression ring compressor	
R12 front suspension strut spacer	
Driveshaft rolled pin removing punch R12/16 etc.	
R12/10 Timing cover aligning tool	
Brake hose clamps x 2, Gudgeon Pin install	
Small gear/bearing puller, Large gear/bearing puller	
Torque wrench, Driveshaft boot installing expander	
CAR ramps, stands, engine hoist and engine stand	
Workshop man. & parts for most Renault models.	



ROCC Classifieds

All ROCC members may advertise for free in ROCC News, so if you've got something to sell, send it to the Editor by the 20th of the month and I'll put it in the next magazine.

1. Wrecking Renault 10

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

2. Complete Renault 10

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

Various Renault Parts For Sale

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

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

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

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

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

THEN BECOMES ELIGIBLE FOR HISTORIC REGO

The last repair sheet, and some photos

Asking Price is \$5,000 neg

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

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



MAJOR SERVICE

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



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

MEMBERSHIP APPLICATION FORM

What is the Renault Owners Club?

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

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

What does membership offer?

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

What does membership cost?

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

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

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

NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

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

Renault/French Car Clubs

Renault Owners Club of Canberra

www.renaultcanberra.asn.au

PO Box 10 Civic Square ACT 2608 :

bardot@homemail.com.au (Barry McAdie)

Renault Car Club of Victoria

PO Box 111 HEIDELBERG VIC 3184

www.rccv.info

Ph: (03) 9802 3963

Renault Car Club of Australia

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

editor: bsprague@westnet.com.au

Renault Car Club of Qld.

enquiry@renaultclubqld.com.au

www.renaultclubqld.com.au

PO Box 1215, Mt Ommaney, Qld 4074

Club Automobile Francais (S.A.)

www.clubautofrancais.com/html/home.htm

PO Box 330 CAMPBELLTOWN SA 5074

cafpres@clubautofrancais.com

French Car Club of Tasmania

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

vk7zcf@hotmail.net.au

Renault Model Registers

Renault Fuego Register

Ph: (02) 6231 4178

mcewanlj@netspeed.com.au (Leigh McEwan)

Renault 4CV Register of Australia

www.4cvregisteraustralia.org

13 Field St SHEPPARTON 3630

prickles@cv.quik.com.au (Denis Burr)

Renault 12 Register

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

Renault 15/17 Register

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

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

Renault 16 Register

John Elliott Ph: (03 98906108)

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

Renault 25 Register

Ph: (02) 6292 2648 h

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

Renault Clio Sport Register

mhulskamp@iprimus.com (Mark Hulskamp)

Personal Homepages

Fuego

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

Fuego The Plip

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

R17 Gordini

<http://www.gordinicar.com>

Renault Australia

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

Australian Forums**Aussie Frogs**

<http://www.aussiefrogs.com>

Renault Clubs in Australia

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

Renault Sport Owners

<http://www.ozrenaultsport.com>

European Cars

forums.eurocca.net

Renault in Australia

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

Renault Models**R8**

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

R12

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

R16

<http://r16site.com>

Parts for early Renaults

www.neoretrofrance.com

Magazines**Unique Cars**

www.carpaint.com.au/uniquecars

Australian Classic Car Monthly

www.ccar.com.au

Shannons

www.shannons.com.au

Megane vs Clio RS**2016 Renault Talisman Interior**