



ROCC NEWS

October 2017

Issue Number 349

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



George and Pauline Cook's Majestic 750 – French Embassy Canberra

In This Issue

Mega Road test - Megane GT vs Skoda Octavia
Carlos Sainz Replacing Palmer from Austin GP
Sweet 16 – Renault 16TS

Next Meeting: 19 October 2017 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.

We are all looking forward to our next big club event - French Car Day - on Saturday 4th November at Telopea park school. Hopefully the weather will hold off and be nice for us. We really do need a big turn out this year as we have been a bit lower in Renault numbers compared to some of our previous years. All being well Lachlan and I will bring the R17 and the R25. Mum also said she might bring her 2011 Megane to boost numbers.

I did get a few pictures of 'different' Renaults in Noumea. It has changed so much since I was there last time, which was 1996. There was a great deal of older Renaults back then. This time the oldest Renault I saw was a pretty cruddy looking Safrane. I managed to take a picture of a Modus and a brand new Twingo – see picture below. The rest were Meganas and Lagunas.

Definitely not as many Renaults as back in 1996, which I think was compounded by the fact that there were heaps of Dusters on the road. These of course are the cheaper alternative to Renault.

Take care and safe travels in your pride and joy. Hope to see you at French Car Day in 3 weeks time!



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

ROCC NEWS

Published Monthly - ISSN0817-6698

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

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PRESIDENT'S PAGE

Bon jour Renophiles

Saturday 4 November at Telopea Park School is our annual French Car Day. Hope you all can make it and show off your Renaults. Thanks to Shannons who are again sponsoring the event and to the school for again hosting the show. Trophies are organised and I expect we will have visitors from the Renault clubs of NSW and Victoria. So a good local presence will be vital if we can keep the trophies in the ACT.

During the last week or so, we spent some 10 days in Bathurst attending the Supercheap Bathurst 1000. Great weather for the whole period except on race day when it rained virtually all day and then to make it even more exciting, the fog rolled in.

Speaking of Bathurst, I have entered my A110 in the Bathurst Challenge on 18/19 November. It is a regularity event where you nominate a lap time and lose points if you are above or below your nominated time so the slowest car can even win a trophy. It is similar to the events we attended at Phillip Island last March and expect to see a lot of historic vehicles running. It is a great chance to drive the iconic track that I have been to over many years. I will be trailing the car up to Bathurst and staying at Rydges on Caltex Chase with friends who run Revolution Racegear in Mitchell. They are running Mazda MX 5s. Not sure if any other Renaults will be there as the entry list will not be available until later this month. However, there were a few Renault Meganas and Clios running last year in the sprint races.

My normal daily driver is back up and running with a newly painted bonnet and RHS front guard. My future son-in-law did such a great job on these items that I had to give the car a good polish to match the new guard and bonnet. It now looks immaculate and I have received a number of comments from people around Canberra about how good it looks and how they have either never seen one before or haven't seen one for ages. However, while working on the car, I did discover that the water will need replacing and Ken at Parts of France was able to supply a new one within days. So that is a job needing to be done shortly.

On the F1 front, Red Bull Renault are achieving good results with Max Verstappen and Ricciardo finishing 2nd and 3rd in Japan with Palmer finishing 12th in the Renault works team in his last drive. In Malaysia, the Verstappen won with Ricciardo 3rd but the Renault works team had a poor showing with Palmer and Hulkenberg finishing 15th and 16th. We hope they will do well in the next race in the USA on 22 and 23 October.

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

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 21/09/2017**

GENERAL MEETING then COMMITTEE

Due to lack of a quorum the meeting did not conduct any official business but the 3 attendees chatted, laughed and discussed things that aren't written up here, below is "official" summary of attendance and mail in. Barry took the important mail and would hand them on to Paul.

ATTENDANCE; Andrew Sadow, Barry McAdie, Lisa Molvig

APOLOGIES; Paul Jones, Fred Cook, Leigh McEwan, Michael Pedvin

MINUTES OF PREVIOUS MEETING: N/A

CORRESPONDENCE IN; Insurance renewal reminder due 1st October 2017, Australian Business register asking the club to update details, Shannons catalogue, 4x Military Bank statements, 1x ANZ statement. Crystal Brook Gardens (near Cookwell) promoting their existence and they cater for groups and provide a mixed menu option as well.
<http://lavenderatlaggan.weebly.com/> might be an idea for a club drive.

CORRESPONDENCE OUT; N/A

TREASURER; N/A

SOCIAL; N/A

NEWSLETTER; Awesome job!

TECHNICAL; N/A


WEBSITE; Facebook page is all good

GENERAL BUSINESS; N/A

MEETING CLOSED: Early but around 20:30

NEXT MEETING: 19 October 2017

Andrew Sadow - Secretary - ROCC



Social News and Events

French car drives in 2017

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

Here are the dates and planned destinations:

October 22: Binalong- visit galleries in this historic village. Meet in Binalong outside Binalong Hotel on Fitzroy St at 1.30pm. I have not been able to find anywhere to eat in this village on a Sunday. So make own lunch arrangements en route. We will have a walk around this village to look at the historic buildings, then drive back to Bowning for afternoon tea.

<http://www.argylecounty.com.au/towns/binalong.html>

December 3: evening Christmas BBQ by Lake Ginninderra.

Past French Car Drives:

Nil to report

Past interstate Events:

Nil to report for September 2017

Local and Interstate Events in 2017:

Saturday 4 November - Canberra French car day,
at Telopea Park School fete. See Poster in this
magazine!

Sunday November 12 - Marques in the Park, John Knight Park, Belconnen.

Thankyou - Lisa – Social Secretary



RENAULT



New 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.





CANBERRA FRENCH CAR DAY

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2017 Skoda Octavia RS wagon v Renault Megane GT wagon comparison



Petrolhead parents on a budget are hardly spoilt for choice in today's showrooms – especially if a hatchback is considered a bit too small and they prefer their driving experience, rather than outward view, to be elevated.

In the circa-\$40,000 price zone, there are just three members of the sporty compact wagon breed: the **Renault Megane GT**, **Skoda Octavia RS**, and Subaru Levorg.

The WRX-engined **Levorg** is missing here as its MY18 update wasn't available in time for testing, leaving us with a France versus Czech Republic scenario.

The **Renault Megane** GT load-lugger is the successor to the GT220 Sport Wagon that debuted in 2013 as part of the last-generation Megane range, and follows the GT hatch released in late 2016.

A [v]RS badge has sat on the rump of an **Octavia** since 2001 – or since 2007 for Australia, when the Skoda brand returned to our shores.

Marketing has its famous four Ps, and here we're going to cover this dual-purpose duo with our own set crucial to these models: Pricing, Performance (and Dynamics), Practicality and Presentation.

Pricing and specifications

Both the Megane GT and Octavia RS sit in the upper-middle area of their respective ranges – or at least once the next-generation RS Megane (due 2018) and Octavia RS245 (due November) arrive.

The Renault Megane GT is the only model to squeeze its RRP under the \$40k mark, and only just with pricing from \$39,990 after a \$500 increase in August 2017. That's a relatively big jump over its \$36,990 predecessor, the GT220 Sport Wagon, though that model was six-speed manual only whereas the GT is, conversely, an auto or nothing.

The GT also comes loaded with more equipment than the 220. A healthy standard-gear list comprises highlights including 18-inch alloy wheels, LED daytime running lights, LED tail-lights, Alcantara sports seats, heated front seats, LED ambient interior lighting, an 8.7-inch R-Link multimedia touchscreen system, satellite navigation, keyless entry/start, front and rear sensors plus rear-view camera, blind-spot detection, side sensors, adaptive cruise control, autonomous emergency braking, auto high beam, semi-automatic parking system, and RS Drive Mode with launch control.



That immediately gives the French wagon some advantages against a Czech rival asking another \$2900 – after increasing again in price, to \$42,890 RRP (the RS wagon cost \$40,140 when this iteration of the Octavia was launched in 2014).

The Octavia RS now adds the previously optional \$500 Black Pack exterior trim but asks \$2800 for a Luxury Pack if you want to match the GT's heated front seats (while adding heated rear seats), lane assistance, and blind-spot system, though the pack also adds lane assist, electric front seats (not even an option on the GT), and leather/Alcantara with red stitching upholstery (in place of standard leather/cloth sports seats).



It's another pros-and-cons situation for a \$2800 Tech Pack, which is needed to match the Renault's keyless entry/start and semi-automatic parking system, though for the first time adds adjustable dampers (Adaptive Chassis Control), as well as Manoeuvre Braking Assist and a Canton audio system.

Skoda also counters with some worthwhile extras. Adaptive LED headlights are standard, as are nine airbags (against the Renault's six), Multi Collision Brake, a larger (9.2-inch) infotainment touchscreen, and Apple CarPlay and Android Auto smartphone mirroring.



The two wagons go different ways with technology that influences handling. The Renault comes with 4Control, which moves the wheels in a counter-direction to the fronts (by 2.7 degrees) at low speed for greater manoeuvrability and in the same direction (by a degree) at higher speed for greater stability. The Skoda brings XDL – extended electronic differential lock to help the RS put its power to the ground better through its front wheels.

Both offer variable vehicle settings, including sports modes – RS Drive in the Renault, RS in the Skoda – for heftier steering, faster throttle response, quicker gearshifts, and enhanced noise. (And firmer damping in the case of our Octavia test car).

Our RS was also fitted with both the Luxury and Tech Packs – which Skoda Australia says is how the “great majority” of RS buyers purchase the car – as well as an auto tailgate (\$500) and 19-inch alloys (\$700). All up, that puts this RS on the cusp of \$50,000 before on-road costs.

The Megane GT featured here was fitted with the \$1490 Premium Pack, which adds a Bose audio system and LED headlights.

Overall, the Renault has the edge in specification if you're simply looking at pricing and features, and we'd prefer Adaptive Chassis Control to be standard on the Octavia considering it's standard on the closely related (though admittedly smaller and slightly more expensive) \$43,990 [Volkswagen Golf GTI DSG](#).

Renault caps annual servicing at \$299, though only for up to three years. The Skoda asks for \$316, \$390 and \$487 for years one, two and three, though details costs up to six years. Both cars come with a five-year (unlimited kilometres) warranty.

Residual experts predict the Octavia RS will lose a bit more value after 40,000km – worth approximately 46 per cent of its new-car price compared with 52 per cent for the Megane GT.

Still, other factors are also part of the value equation...

Performance (and Dynamics)

You could call this an RS v RS contest to a certain extent, because the masterful engineers at Renault Sport have again been to work on the company's GT model. They've tuned the chassis and slotted the Clio RS's 1.6-litre turbo engine under the bonnet. And unlike the GT220, the GT bravely places a Renault Sport badge on the tailgate.



It could be argued the model should technically be called the Renault Sport Megane GT, even if Renault doesn't market it that way.

The forced-induction four-cylinder gets a tickle up from the Clio for 151kW and 280Nm, though there's a noticeable chunk of torque missing compared with the 340Nm GT220 (which used a detuned version of the RS265's 2.0-litre turbo).

However, aided by a fast-shifting seven-speed dual-clutch auto, the GT is two-tenths quicker in the sprint to 100km/h with a quoted 7.4 seconds.

It's a respectable time that trounces the 11.7 seconds of other Megane wagons, though it's a surprising three-tenths slower than the GT hatch despite weighing only an extra 38kg.

If the GT wagon doesn't feel rapid by the seat of the pants, it delivers excellent driveability and sounds refined, even when revved hard. And official fuel consumption of 6.0 litres per 100km is not only relatively frugal but surprisingly better than the 6.2L/100km of the smaller-engined (1.2L turbo) Megane wagons.

In a sporty context, however, the 1.6-litre turbo never quite excites the ears, and throttle response is a tad doughy even with the car in its RS Drive mode. The gearbox calibration is also flawed: it ignores manual mode by changing up prematurely before redline and tends to refuse a paddle-shifted request for a downchange from third to second gear.

And the positioning of the steering-column-mounted paddle levers is terrible – too high when the wheel is straight; a stretch for your fingers when the wheel is turning.

The MY17 Skoda Octavia RS didn't need any updates to be immediately better in this respect. While its paddles are so small they could potentially suffer an inferiority complex, they're attached to the wheel so are permanently in proximity to your fingertips.

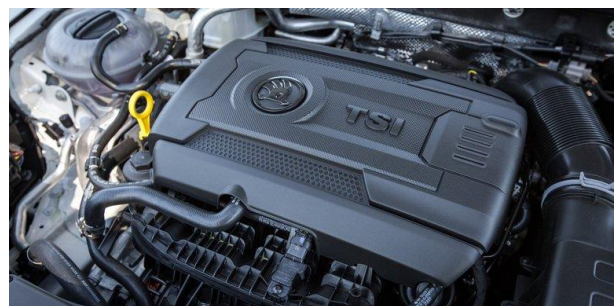


The six-speed DSG is also more obedient to the driver's commands on downshifts, holds revs to redline (and to the limiter if desired), and its shifts feel quicker and crisper.

Making the most of its extra capacity, the RS's 2.0-litre – adopted from the Golf GTI 7.5 (and former Octavia RS230) offers more power (169kW at 6200rpm) and significantly more torque (350Nm).

Generated from 1500rpm (to 4600rpm) compared to the 2400rpm for the GT's maximum pulling grunt, the RS's engine offers even greater flexibility and in-gear performance. A 7.0-second 0-100km/h time also gives it a comfortable win in the traditional standing-start sprint.

With RS mode engaged, throttle response is superior and there's more character to the Octavia's engine and exhaust sounds – even if artificially enhanced by a sound generator. There's a satisfying beat on light and medium throttle, which progresses into an urgent snarl when flat out.



Above: Octavia left and Megane right

The Octavia RS drinks only an extra 700ml of petrol per 100km (6.7L/100km) officially, though Skoda recommends 98 RON where Renault's minimum fuel suggestion is 95.

Both turbo engines are hugely commendable for their smooth and progressive nature.

There's just a single suspension setting for the Megane GT wagon, with no option for adjustable dampers as with the Skoda.

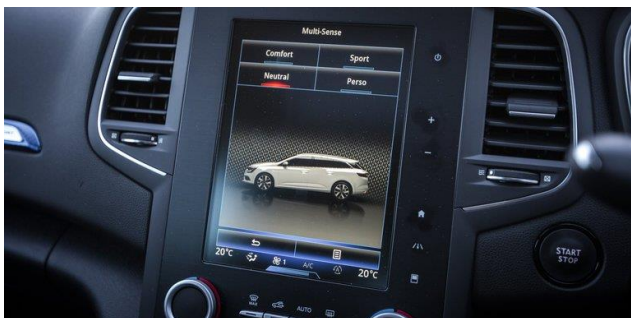
It's mostly a fine effort by Renault Sport to try and straddle that difficult line balancing sportiness and comfort.

While the suspension's firmness is ever present, there's a large degree of isolation from urban nasties. The GT then feels sufficiently tied down on a bumpy country road, with the one exception its recovery from big high-speed dips – where it takes a couple of bounces or so before the car settles.



The GT's brakes – bigger than those fitted to lower-spec Meganas – perform strongly and are easy to modulate, and when you tip the French wagon into a corner it enters with eagerness and limited roll. Its sports seats also provide excellent support around the lower back and hips.

Just expect wheel spin if you're aggressive with the throttle out of tight corners, as there's no mechanical limited-slip diff as featured on the former RS Megane.



The Octavia suffers a similar problem despite the presence of a diff-mimicking system that uses the stability control system to reduce the rotational speed of the inside-front wheel. There's also mild axle tramp – where the front-suspension shudders under torque load – if you attempt a fast launch. (We're expecting more from the RS245 that, as with the 230, will employ an electronically controlled mechanical limited-slip diff.)

Skoda's sports seats don't hug quite as tightly or sit you as low as the Renault's, wind noise is more prominent in the cabin (though road noise is restrained in both cars), and around town the damping isn't quite as sophisticated as the GT's. The Octavia's front end – at least with the optional 19-inch wheels fitted – tends to be flummoxed by sharper urban bumps, even if the adaptive suspension is set to Comfort.

It's no deal-breaker, and the Skoda is otherwise the dynamic pick here, complementing its superior engine and transmission with the best handling. Pop it into Sport mode, and the RS flows more effortless along a typically pockmarked winding road, cornering flatter and feeling even tauter in its control.

Skoda also sneaks steering honours, thanks to the RS's 360-degree consistency where the GT's tiller can feel a touch vague off centre and more prone to mild torque steer.



Kudos to the GT's 4Control system, though, which in addition to its stability assistance at higher speeds shaves a full metre off the Megane wagon's turning circle – making this a highly manoeuvrable vehicle in urban environments.

Practicality and presentation

There's a 6.3cm difference between the lengths of the Renault Megane GT wagon (4626mm) and Skoda Octavia RS wagon (4689mm), though there's nothing between the widths and heights, and the Czech's wheelbase is only 10mm longer.

And with rear seats upright, only eight litres of boot space separate the duo – with the Skoda ahead with 588 litres. However, flip down the two sets of 60/40 split-fold seats – via boot-oriented release levers in both – and the Skoda's cargo-swallowing capability stretches to 1718 litres where the Renault manages only 1504 litres.

Each wagon is slightly compromised by a stepped floor where the seats fold, while if you option the Bose audio in the GT you also lose the temporary spare wheel for a tyre repair kit. Skoda's optional Canton system features its subwoofer out of the way to the side.



Above: Skoda Octavia

The Octavia's boot is also cleverer, with extra touches such as load-through port, elasticated item holders, multiple storage nets, fold-out shopping bag hooks, double-sided (rubber/carpet) boot mat, and – our favourite – an LED boot light that doubles as a removable torch. Brilliant.



Above: Renault Megane

Carrying adults in the back is another chalk-up to the Skoda. While the Megane is far from mean when it comes to accommodating heads, knees or feet, and equals the Skoda for seat comfort and rear armrest, the Octavia's better interior packaging offers some extra space in every area. Forward vision is slightly better, too, and the Skoda provides two rear USB ports.

Both cars provide adequate cupholders and door-based bottle holders, though central storage could be better. The Octavia again puts in a little extra thought with its door pocket waste bin and an umbrella that's stored beneath the front passenger seat.



Above: Renault Megane

The MY18 update brings the VW Group's new 9.2-inch Discover Pro infotainment touchscreen to the Octavia RS, which reigns supreme over the GT's R-Link 2's 8.7-inch portrait-format screen: sharper resolution, better graphics, and more intuitive operation.

(And we don't think buyers are missing out with the Skoda version mysteriously missing the Golf 7.5's slightly gimmicky Gesture Control hand-swipe function.)



Above: Skoda Octavia

The Megane's display still contributes to a successful overall cabin ambience that runs the Octavia close as a nice place to spend time, despite both being as guilty as each other in cheapening some

areas of the cabin. (The Megane’s rear door trim, for example, is harder than the plastic used for the front doors; the Octavia’s presentation doesn’t ultimately match the perceived quality of its cousin, the Golf, despite several recognisable parts.)

Above: Renault Megane

The GT’s blue trim inserts – albeit plastic rather than the metallic they try to imitate – match well with the blue LED interior lighting strips, blue stitching, and blue/black Alcantara seats.

Renault Sport logos feature on the dash, headrests and door sills, there’s a GT logo on the steering wheel, and the Renault Sport TFT instrument cluster features a chequered flag pattern and RPM and Nm gauges.

The Skoda doesn’t quite go the same lengths – especially in terms of the dials – though there are the RS-branded seats and ergonomically sporty steering wheel, plus plenty of red stitching throughout.

VERDICT

With compact sporty wagon options limited, it’s a relief Renault and Skoda have both served up strong offerings.

The taut and subtly muscular Megane wagon is another big styling tick for Renault’s design team led by former Mazda man Laurens van den Acker, and the GT’s mix of refinement and sportiness increases its appeal.

RENAULT MEGANE BREAKDOWN



CarAdvice Rating	7.5
Performance & Economy	7
Cabin Space & Comfort	7.5
Technology & Connectivity	7.5
Price & Features	8.5
Ride & Handling	8

It’s also brimming with equipment for a car priced below \$40,000 (before on-roads), including the 4Control rear-wheel steering technology that is effective both on the open road and around town.

Yet if the Megane GT can be a fun wagon to drive, some performance and handling shortcomings mean it doesn’t quite live up to the promise of that Renault Sport badge. In a nutshell, it’s a warm wagon.

The Octavia's design is arguably not as immediately attractive, even with the MY18 facelift that most evidently changes the look of the front end with split headlights and a further accentuating of the moustache grille.

SKODA OCTAVIA BREAKDOWN



CarAdvice

SHOWROOMS

GALLERIES

8

Performance & Economy	8.5
Cabin Space & Comfort	8.5
Technology & Connectivity	8.5
Price & Features	7.5
Ride & Handling	8.5

Skoda prices have been creeping up in recent years, and that circa-\$3K gap to the GT's RRP also doubles if you want the adaptive dampers we'd recommend based on our experience of other VW products sharing the Octavia's MQB platform. The Skoda will also cost more to own.



Yet if the RS is beaten in Pricing, the Skoda compensates by claiming wins in Practicality and Performance. It has the roomiest interior with the cleverest touches, and more importantly – considering the badges – it has the more engaging chassis and drivetrain to better reward octane-fuelled families.

ARTICLE: www.caradvice.com.au



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Young Australian engineer wins dream job with Renault F1 team



Jacob Debono, second from right

A TALENTED young engineering student from Wollongong, New South Wales, will be joining [Renault's Formula 1 team](#) from October after winning his way into the Infiniti Engineering Academy.

Jacob Debono, 23, was selected from 500 entries in the Asia and Oceania region, beating nine other finalists, to score his place in the 2017 Academy. The prize means Debono will be provided with travel, accommodation, a company car, and salary while he completes his 12 months of work alongside Infiniti and Renault's teams.

Debono's prize is split into two halves, with six months spent working at Renault's Formula 1 Team Technical Centre in the UK, and the second six months at [Infiniti's](#) European Technical Centre. The young Aussie engineer is one of seven regional winners, with contestants from Canada, China, Europe, Mexico, the Middle East and the United States joining him during the placement. "When I was standing there and [Nico Hülkenberg](#) opened the envelope and read out my name, I couldn't believe it," Debono said.

"To be able to spend a year working with both an automotive manufacturer and an F1 Team is absolutely invaluable experience. "I'm still letting it all sink in, but I feel very privileged to be here and it's an opportunity I mustn't take for granted.

This is the fourth year the Infiniti Engineering Academy has been held.

“With every edition of the Academy, we are more and more impressed by the amount of interest received from students all over the world and the incredible level of the talent attracted,” Infiniti Motorsport global director Tommaso Volpe said.



Jacob Debono, centre

“Students have seen the accomplishments of our former Academy graduates, who have forged successful careers in both automotive and motorsport and, as a result, more students than ever before want to participate to get this once-in-a-lifetime engineering experience to launch their careers.

“With Formula 1 becoming more relevant to the automotive industry and with an increased focus of the placements this year being on the road car development, we are training a new generation of engineers who will play a key role in the crossover between the two industries.”

ARTICLE: www.wheelsmag.com.au



RENAULT SPORT
FORMULA ONE TEAM

Formula 1 Update



Carlos Sainz to Replace Palmer from Austin GP



Toro Rosso's Carlos Sainz will replace Jolyon Palmer at Renault from this month's United States Grand Prix onwards, meaning Sunday's Japanese race will be Palmer's farewell for the team.

Renault said the departure with Palmer was by 'mutual consent'. Sainz - already confirmed for them for 2018 - will now drive for the team for the remaining four races of 2017, starting at Austin on October 22.

It's been an extremely challenging season - but it's been a tremendous journey overall with the team Jolyon Palmer

Palmer said he would look back with pride on his time with the team, which will grow to 35 races starts at Suzuka and includes a career-best finish of sixth place three weeks ago in Singapore.

"The Japanese Grand Prix will be my last race for Renault," the Briton confirmed. "It's been an extremely challenging season and I've been through a lot in the last three years, but it's been a tremendous journey overall with the team.

"I can look back proudly at the performance in the second half of last season, my first point in Malaysia and of course reaching a career high of sixth place in Singapore this year. I wish the team all the best for the future.

"My immediate focus is now on achieving the best possible result in the Japanese GP, and then I can assess my options for the future."

Cyril Abiteboul, Renault Sport Racing Managing Director, added: "I would like to thank Jolyon for his commitment to the team and his professionalism.

"Since Renault's return to Formula 1, Jolyon has been highly dedicated in an evolving environment. He has shown great personal qualities and we wish him all the best in his future career."

As a result of the switch, Toro Rosso have confirmed that Daniil Kvyat will be brought back in alongside Pierre Gasly for the US race. Sainz, meanwhile, paid tribute to the Italian team after being released 'earlier than originally planned'.

"First of all I would like to thank Toro Rosso and Red Bull for allowing me the possibility of finishing this season with Renault Sport Racing," Sainz said.

"More specifically, I really want to thank all my engineers and mechanics for their support and tremendous work throughout these years. Toro Rosso is made up of a fantastic group of people and I wish them only the best for the future." "On my side, I will definitely do my very best in tomorrow's race... this would be the best possible send-off! Additionally, competing in these last four races with Renault gives me a good opportunity to get to know the team and the car earlier than expected. I am looking forward to start working with them."

Toro Rosso team principal Franz Tost said he will now look forward to taking on Sainz as a rival rather than a protege.

"I would like to thank Carlos for all his efforts over almost three Formula 1 seasons," Tost said.

"He always did his very best, demonstrating an excellent attitude and commitment to his work, which helped him and us to get some great results during that time. Therefore, on behalf of everyone at Toro Rosso, I wish him all the very best with his new team. We look forward to beating him on track!"

ARTICLE: www.formula1.com

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2017 Formula One World Championship Calendar

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



RENAULT
SPORT F1

FORMULA 1 Singapore GRAND PRIX – 18 SEP 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	58	2:03:23.544	25
2	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	58	+4.507s	18
3	77	Valtteri Bottas	MERCEDES	58	+8.800s	15
4	55	Carlos Sainz	TORO ROSSO	58	+22.822s	12
5	11	Sergio Perez	FORCE INDIA MERCEDES	58	+25.359s	10
6	30	Jolyon Palmer	RENAULT	58	+27.259s	8
7	2	Stoffel Vandoorne	MCLAREN HONDA	58	+30.388s	6
8	18	Lance Stroll	WILLIAMS MERCEDES	58	+41.696s	4
9	8	Romain Grosjean	HAAS FERRARI	58	+43.282s	2
10	31	Esteban Ocon	FORCE INDIA MERCEDES	58	+44.795s	1
11	19	Felipe Massa	WILLIAMS MERCEDES	58	+46.536s	0
12	94	Pascal Wehrlein	SAUBER FERRARI	56	+2 laps	0
NC	20	Kevin Magnussen	HAAS FERRARI	50	DNF	0
NC	27	Nico Hulkenberg	RENAULT	48	DNF	0
NC	9	Marcus Ericsson	SAUBER FERRARI	35	DNF	0
NC	26	Daniil Kvyat	TORO ROSSO	10	DNF	0
NC	14	Fernando Alonso	MCLAREN HONDA	8	DNF	0
NC	5	Sebastian Vettel	FERRARI	0	DNF	0
NC	33	Max Verstappen	RED BULL RACING TAG HEUER	0	DNF	0
NC	7	Kimi Räikkönen	FERRARI	0	DNF	0

FORMULA 1 Malaysian GRAND PRIX 2 OCT 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	33	Max Verstappen	RED BULL RACING TAG HEUER	56	1:30:01.290	25
2	44	Lewis Hamilton	MERCEDES	56	+12.770s	18
3	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	56	+22.519s	15
4	5	Sebastian Vettel	FERRARI	56	+37.362s	12
5	77	Valtteri Bottas	MERCEDES	56	+56.021s	10
6	11	Sergio Perez	FORCE INDIA MERCEDES	56	+78.630s	8
7	2	Stoffel Vandoorne	MCLAREN HONDA	55	+1 lap	6
8	18	Lance Stroll	WILLIAMS MERCEDES	55	+1 lap	4
9	19	Felipe Massa	WILLIAMS MERCEDES	55	+1 lap	2
10	31	Esteban Ocon	FORCE INDIA MERCEDES	55	+1 lap	1
11	14	Fernando Alonso	MCLAREN HONDA	55	+1 lap	0
12	20	Kevin Magnussen	HAAS FERRARI	55	+1 lap	0
13	8	Romain Grosjean	HAAS FERRARI	55	+1 lap	0
14	10	Pierre Gasly	TORO ROSSO	55	+1 lap	0
15	30	Jolyon Palmer	RENAULT	55	+1 lap	0
16	27	Nico Hulkenberg	RENAULT	55	+1 lap	0
17	94	Pascal Wehrlein	SAUBER FERRARI	55	+1 lap	0
18	9	Marcus Ericsson	SAUBER FERRARI	54	+2 laps	0
NC	55	Carlos Sainz	TORO ROSSO	29	DNF	0
NC	7	Kimi Räikkönen	FERRARI	0	DNS	0

FORMULA 1 Japanese GRAND PRIX 8 OCT 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	53	1:27:31.194	25
2	33	Max Verstappen	RED BULL RACING TAG HEUER	53	+1.211s	18
3	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	53	+9.679s	15
4	77	Valtteri Bottas	MERCEDES	53	+10.580s	12
5	7	Kimi Räikkönen	FERRARI	53	+32.622s	10
6	31	Esteban Ocon	FORCE INDIA MERCEDES	53	+67.788s	8
7	11	Sergio Perez	FORCE INDIA MERCEDES	53	+71.424s	6
8	20	Kevin Magnussen	HAAS FERRARI	53	+88.953s	4
9	8	Romain Grosjean	HAAS FERRARI	53	+89.883s	2
10	19	Felipe Massa	WILLIAMS MERCEDES	52	+1 lap	1
11	14	Fernando Alonso	MCLAREN HONDA	52	+1 lap	0
12	30	Jolyon Palmer	RENAULT	52	+1 lap	0
13	10	Pierre Gasly	TORO ROSSO	52	+1 lap	0
14	2	Stoffel Vandoorne	MCLAREN HONDA	52	+1 lap	0
15	94	Pascal Wehrlein	SAUBER FERRARI	51	+2 laps	0
NC	18	Lance Stroll	WILLIAMS MERCEDES	45	DNF	0
NC	27	Nico Hulkenberg	RENAULT	40	DNF	0
NC	9	Marcus Ericsson	SAUBER FERRARI	7	DNF	0
NC	5	Sebastian Vettel	FERRARI	4	DNF	0
NC	55	Carlos Sainz	TORO ROSSO	0	DNF	0

2017 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	306
2	Sebastian Vettel	GER	FERRARI	247
3	Valtteri Bottas	FIN	MERCEDES	234
4	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	192
5	Kimi Räikkönen	FIN	FERRARI	148
6	Max Verstappen	NED	RED BULL RACING TAG HEUER	111
7	Sergio Perez	MEX	FORCE INDIA MERCEDES	82
8	Esteban Ocon	FRA	FORCE INDIA MERCEDES	65
9	Carlos Sainz	ESP	TORO ROSSO	48
10	Nico Hulkenberg	GER	RENAULT	34
11	Felipe Massa	BRA	WILLIAMS MERCEDES	34
12	Lance Stroll	CAN	WILLIAMS MERCEDES	32
13	Romain Grosjean	FRA	HAAS FERRARI	28
14	Kevin Magnussen	DEN	HAAS FERRARI	15
15	Stoffel Vandoorne	BEL	MCLAREN HONDA	13
16	Fernando Alonso	ESP	MCLAREN HONDA	10
17	Jolyon Palmer	GBR	RENAULT	8
18	Pascal Wehrlein	GER	SAUBER FERRARI	5
19	Daniil Kvyat	RUS	TORO ROSSO	4
20	Marcus Ericsson	SWE	SAUBER FERRARI	0
21	Antonio Giovinazzi	ITA	SAUBER FERRARI	0
22	Pierre Gasly	FRA	TORO ROSSO	0

2017 CONSTRUCTOR STANDINGS

POS	TEAM	PTS
1	MERCEDES	540
2	FERRARI	395
3	RED BULL RACING TAG HEUER	303
4	FORCE INDIA MERCEDES	147
5	WILLIAMS MERCEDES	66
6	TORO ROSSO	52
7	HAAS FERRARI	43
8	RENAULT	42
9	MCLAREN HONDA	23
10	SAUBER FERRARI	5

ROCC Retro Corner

ARTICLE: pressreader.com

The Renault 16. Pictures: Neil Dowling

Renault's sweet 16 a legend

This granddaddy of family hatchbacks had features that were ahead of its time

The West Australian 20 Sep 2017 Neil Dowling

Why is a garden-variety mid-size family car from the mid-1960s important enough to be considered a classic? Because the Renault 16 was the breakthrough car that coined the hatchback name and is the granddaddy of all the hatches and liftbacks on the market.

Born in 1965, it was radical not only because of its "fifth door" but it introduced one-piece side-body panels that gave Renault's second "front-drive" car excellent rigidity and reduced weight.

The 16's hatchback concept was followed four years later by the Morris Maxi (Europe only), Morris Nomad (Australia only) and nine years later by the global Volkswagen Passat. It was clearly ahead of the pack.

That wasn't all. The 16's roof gutters were extended to form rails that could accept a roof rack, it was the first French car with an alternator (instead of a gen-

erator), it had unequal wheelbases (the left side was 67mm longer because of its transverse rear torsion bar suspension) and it promptly became the European Car of the Year in 1966.

It was also a mid-engined car with the engine behind the front axle, like Renault's first front-drive car, the R4, and rival Citroen's ID and DS. The first-generation Lotus Europa flopped the 16's drivetrain so the Renault 16 engine sat behind the driver and the gearbox was behind the axle.

As a replacement to Renault's front-engine, rear-drive Fregate sedan that looked like a shrunk pre-1950s Oldsmobile, the 16 was a radical car that Renault had hoped to become acceptable to conservative consumers. It was.

Today, it's easy to see why it was so quickly embraced. Renault made 1.85 million 16s from 1965-1979 and the car

featured here, the 16 TS, was the most desirable.

Made for nine years from 1968

through to 1976, the TS was the "hot" version of the 16 with an engine capacity boosted to 1565cc from 1.5-litres, a twin-

throat Weber carburettor and cabin changes including the addition of a tachometer, extra instruments, reverse

lights, a rear defroster and two-speed wipers.

The price in 1969 — the year this car





his granddaddy of family hatchbacks

had more power (97kW) and

the dished steering wheel can

1.6 litre

was made — was \$2885, almost the same as the Holden HT Premier with the 186 cubic-inch engine. The Holden had more power (97kW) and cache but the Renault had flow-through ventilation, a more compliant ride, more cabin and boot space and standard radial tyres.

The Renault 16 — and 10, 12 and 18 — was also assembled in Australia for the model's life and the bulk of remaining 16 cars on the roads today, well, what's left, were locally assembled. Against that trend, the featured car was made in France and imported early in its

life.

Driving the car cements the gushing press reports of the late 1960s. Despite its family-car status when marketed, it is 100mm shorter than a Corolla hatch, 110mm narrower and 20mm lower.

But the Renault has a longer wheel-base (on either side) that gives a generous boot with a 420-litre capacity compared with the Corolla at 360 litres. This capacity, and the eight-position flexibility of the seats, immediately warmed the 16 to families in an era when family holidays were held on the road.



Packed full of touring features, including an early version of the hatchback, the innovative Renault 16 broke new ground in family motoring in the mid-1960s.



It is an easy car to drive, though the enormous size of the dished steering wheel can be a bit off-putting, as can the near-vertical windscreen and the column gear shift and its five-position gate.

But there is superb visibility from the driver's seat and — the stand-out feature — the comfort of the seats makes the Renault an armchair on wheels. The vinyl-covered seats are soft. Though with body weight, there are hidden bolsters that support the occupants.

The gearshift, through the four forward gears, is equally as comfortable to operate and even the non-power-assisted steering — again ahead of its time with the precision of a rack and pinion design — is light and positive.

Suspension design is a simple torsion bar arrangement aided by wishbones at the front and trailing arms at the rear. The differing wheelbase lengths, by the way, make no difference to handling or ride.

The 16 rides on the French tradition of undernourished thin tyres, in this case they would have been originally Michelins and with a size of just 155mm wide (155/80R14) around steel wheels with three studs to repeat the trend of early-era Citroens and Peugeots. A modern Corolla, by the way, has 205mm wide rubber (205/55R16).

Brakes are front discs with rear drums, the park brake operated by a pull-up under-dash lever that is awkward to operate with non-inertia seat belts.

The engine is quiet, despite its position alongside the driver's toes. It's also very smooth and surprisingly torquey, able to take most corners in third gear and quite sprightly off the mark. Even the column change barely affects the acceleration times.

But above all it's so easy to drive. All

the functions are very well integrated and ergonomic, so driving through a series of corners and operating the gear lever and steering wheel, brake pedal and accelerator are effortless. Remember, this is a 1960s car and not something that's been through the latest wringers of form and function.

I love the way the rear seat pivots on its upper-most bracket and attaches to the ceiling to make a long cargo area, then returns and slides forward to allow seating for children and a bigger boot. There's even a layout to create a double bed.

But above all, I love the way it drives with so much poise, with early-day testers claiming a top speed in excess of 160km/h and yet a turning circle that could embarrass much smaller cars.

From the bird's-beak grille to the tapered hatch door, it remains a car design that's hard to beat.

Today, it's easy to see why it was so quickly embraced. Renault made 1.85 million 16s from 1965-1979.

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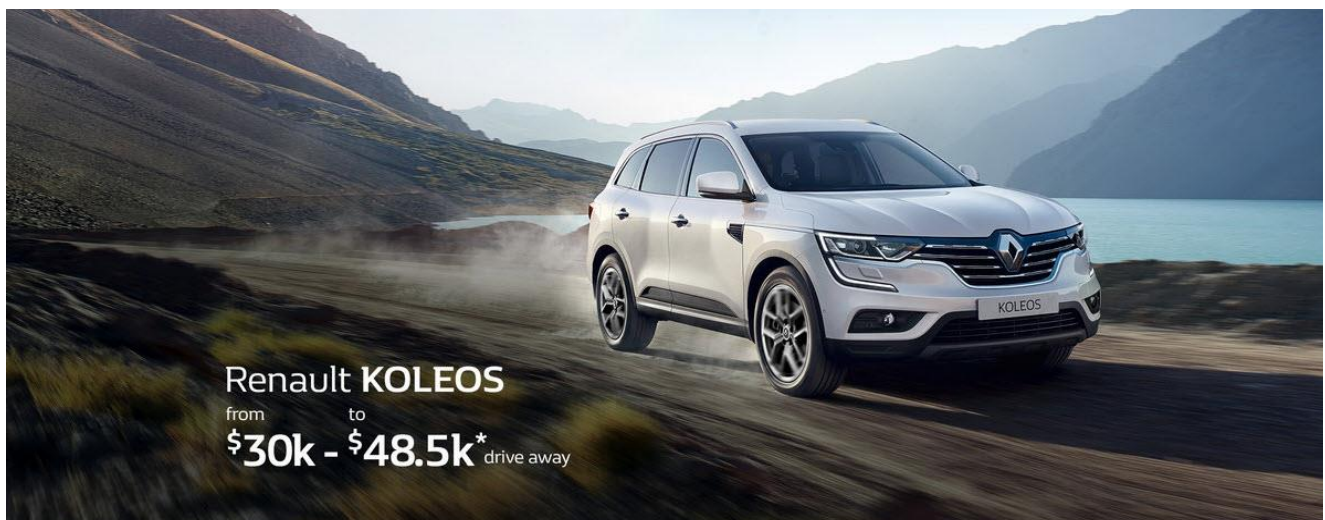


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ROCC Technical Help

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
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

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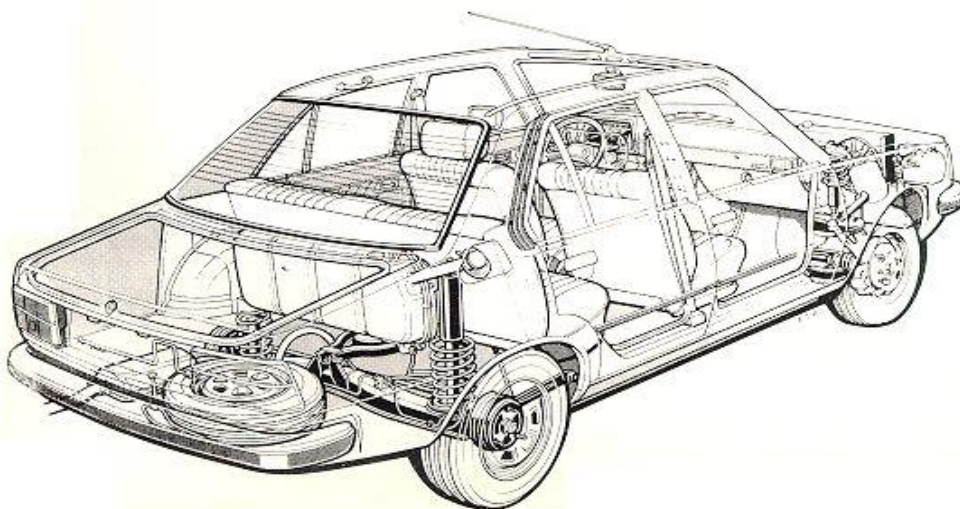
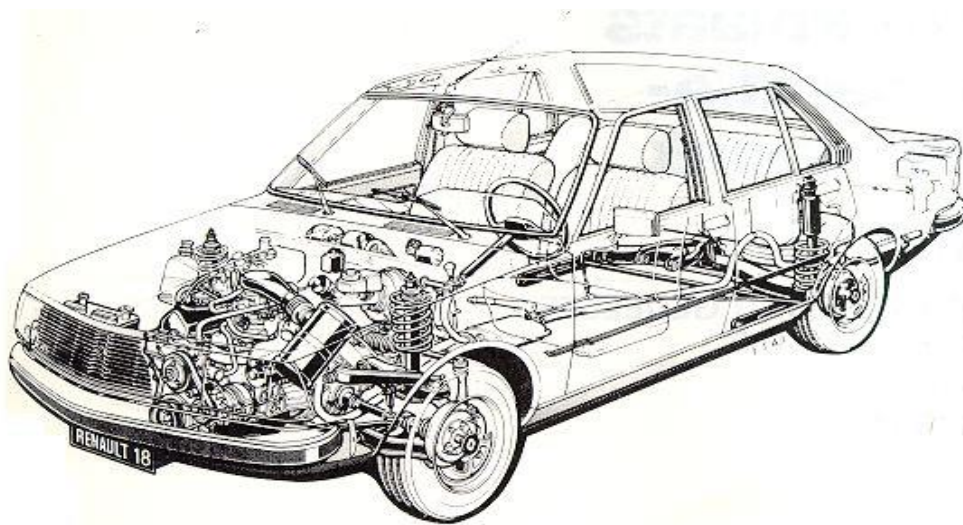
(Available to Financial Members only.)

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

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

MOT10	4cv Head bolt socket
MOT12	Liner Retaining brackets
MOT13	Rocker arm clearance adjusting wrench 10mm
MOT131.02	R16 Main bearing oil seal install mandrel
MOT231.02	R12 Main bearing oil seal install mandrel
MOT232	R16 oil press switch install. Spanner
MOT233	Rocker arm clearance adjust. wrench
MOT233.01	Oil press switch wrench
MOT251	Support plate for checking liner protrusion
MOT259.01	Main bearing oil seal install mandrel
MOT420	Timing chain slipper setting gauge
MOT443	Rocker arm clearance adjusting wrench (812 eng. only)
MOT446	R16TS cylinder head centering tool
MOT451	R16TS head gasket aligning studs x2 plus removing tool
MOT521	Liner retaining clamp
MOT799	?
MOT	Expansion bottle cap wrench
MOT829	Fuego/20TS/25 cam pulley holder
MOT761	R12/1.4T/chain tensioner install tool
MOT124.507	Piston Liner holders x 2
T.av476	Ball joint extractor
T.av493	Ball joint extractor
T.av512	Steering link ball joint extractor
T.av537.02	D/shaft book install. Slide

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



ROCC Classifieds

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

WANTED: 4 13 inch x 6.5 or 7 inch 3 stud rims for the R17TS
Phone Luke on 0415164550 or email:
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WANTED: 2 x Renault Laguna 2 Rim – 17 inch as per photo shown adjacent. Tire size 225/45/17.
Contact Luke Drady on Ph: 0415164550
or
email: karenluke@grapevine.com.au



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.

~~I am also selling my Wife's 2005 Megane CC 2ltr auto as we no longer require it -- as we have the Laguna and C5 diesels.~~ **SOLD**

Regards Mark Christie

Ph: 0414382391

Email: mjc407@gmail.com

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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

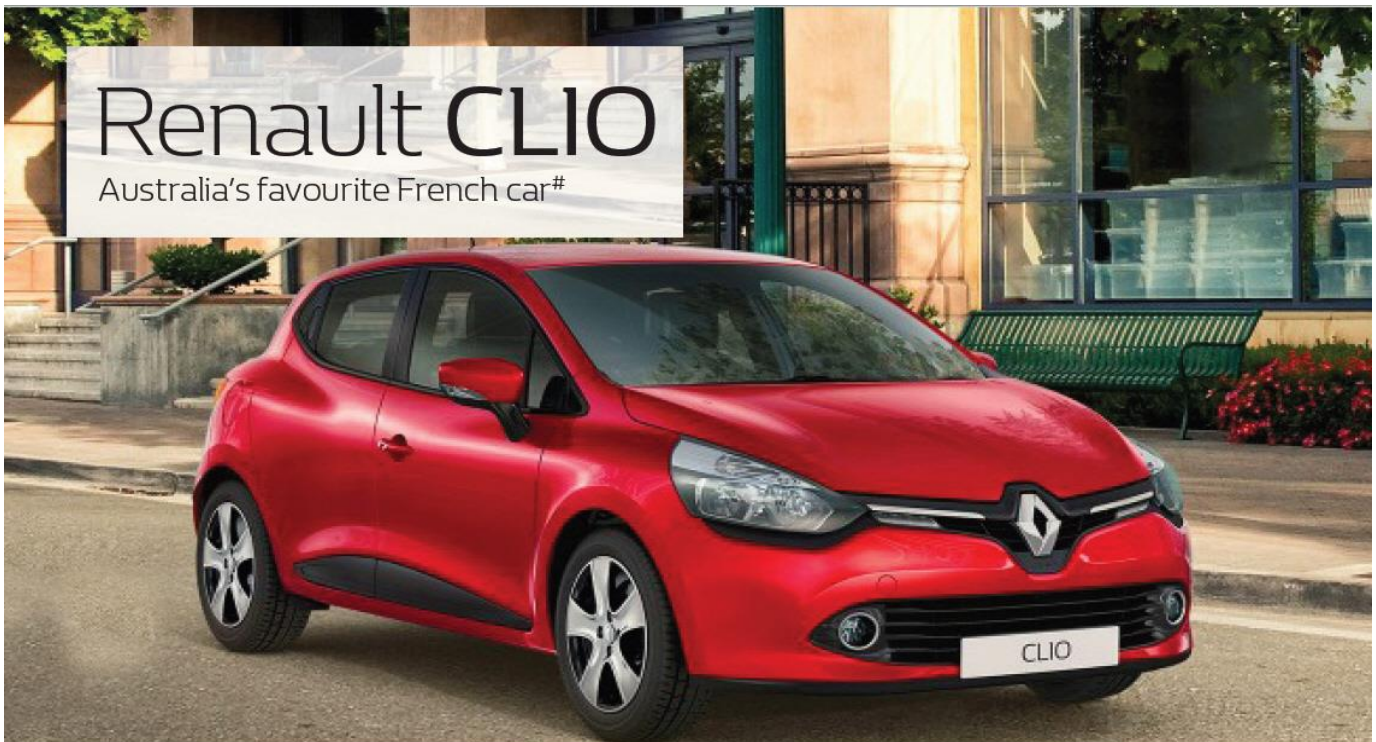
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E-MAIL ADDRESS:.....

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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)

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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

