



ROCC NEWS

October 2018

Issue Number 360

MONTHLY Newsletter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2018, Celebrating Renault's 120 years.
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MEGANE IV RS 280

In This Issue

Megane RS280 New Car Review
Barry's Mega List of Car Parts for Sale
Renault's Tumultuous Journey
Retro Renault

Next Meeting: Thursday 18 October 2018 at 8pm

Committee Meeting 7.30pm

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



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The Editor's Bit



Greetings fellow froggy drivers.

The year is almost upon us, with only 3 more months of meetings to go. Hopefully the new year will bring a resolution in terms of the future for our club. I look forward to voting very soon on one of the options.

Hopefully we will get a great turn out at French Car Day on Saturday 3 November at Telopea Park School fete. I will get a 3 day permit for the R25 so I can limp her to the event. With a bit of luck Lachlan will be able to bring his Fuego. We will be asking Barry nicely for some motor mounts and a couple of driveshafts. That should do the trick.

The head mechanic at Renault did find an issue with the Megane's gearbox, and noticed a noise when changing from 2nd down to 1st. The lag is also still present, and we await further instruction to have the gearbox repaired. Who said autos were the new future! Give me a manual any day!!

Unfortunately, we did not have a quorum, at the September meeting. Hopefully we can get by for the October meeting. I will be able to make it this time, which will be nice. I think for all of us, life gets busy pop up.

The new Megane RS is getting solid reviews, but most of the motoring magazines are awaiting the more potent RS300 rather than the currently available RS280. See review on the RS280 in this magazine. I read a comparo against the 280 and the Hyundai i30 sport. The Hyundai won by 0.5! Yet to read it though it seemed that the Megane was the clear winner, if not on style alone. The Hyundai was/is very bland!



RENAULT



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

ROCC NEWS

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PRESIDENT'S PAGE

Bon jour Renophiles

As previously mentioned, Leigh McEwan and I are back from a fantastic tour of France, Italy and the Swiss Alps that of course covered car museums and the like as well as various tourist spots. Some more of our adventure is in this newsletter. On the question of future options for ROCC, we have yet to meet with Citroen owners to discuss what their preferred options may be as some of them are overseas. Once these discussions have taken place, we will forward the discussion paper on all options to all club members and ask them to vote on the preferred options.

As I mentioned in the last newsletter, I am selling off my Fuego spares and cleaning up my garage. I have completed a stocktake and details on what I have are in the 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. Some have already gone to the tip. So if anyone is interested in acquiring what I have left, please email me at bardot@homemail.com.au

By the time you have read this, my wife and I plus my daughters and some grandkids will have been to Bathurst for the annual V8 race at this fabulous track. We hope to have a good time and will be back home on the 8 th October.

In the meantime, my A110 is again on loan to Renault Australia for display purposes. It was picked up by covered transport on 24 September and will be transported back to my place on 15 October. It will be displayed initially with the new A110 at a private viewing at Renault HQ in Mulgrave on 8 October and then alongside the new A110 at Motorclassica at the Exhibition Buildings in Melbourne from 11 to 14 October. I am unable to make the viewing on 8 October as will be coming home from Bathurst that day but will be at Motorclassica by invitation from Alpine Australia. Hopefully I will have great photos for the next edition of the newsletter.

*Drive Safely, Barry McAdie -
President ROCC*

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 20/09/2018**

GENERAL MEETING then COMMITTEE then followed by the AGM

There was no quorum for the September 2018 meeting, therefore no minutes were taken.

Next meeting: 18/10/2018

Luke Drady - Editor , ROCC



**Camionnette
500 kilos utiles**

Moteur 6 cylindres
55 x 100

Carrosseries de série :
torpedo, camionnettes et
camionnette à deux portes
normales ; Camionnette
normale, camionnette
à deux portes, fourgonnette.

**Camionnette
500 kilos utiles**

Moteur 4 cylindres
35 x 100

Carrosseries de série :
torpedo, camionnettes et
camionnettes à deux portes
normales ; Camionnette
normale, camionnette
à deux portes, fourgonnette.



**Camion
1500 kilos utiles**

Moteur 4 cylindres
75 x 100

Carrosseries de série :
camion à deux portes, camion
à quatre portes, camion
à six portes, camion à huit
portes, fourgonnette.

Sur demande, les Usines RENAULT peuvent faire monter sur tous ces chassis les
les transports de personnes. Il existe également une carrosserie d'été

Les Usines RENAULT se réservent le droit de modifier ou de modifier

Social News and Events

French car drives in 2018

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

Program of Events in 2018

Oct 28: Lunch at Bushranger Hotel, Collector: meet at the bistro at noon.

<https://thebushrangerhotel.com.au/bistro>

Please book by October 21 via email: reno1338@hotmail.com

Dec 2: ROCC Christmas BBQ

Local and Interstate Events 2018

October 28, French Car Festival, 81 Victory Boulevard, Ashburton, Victoria. See advertisement on following page

Canberra French Car Day - Nov 3 - Saturday, 2.30-6pm: Canberra French Car Day, Telopea Park School "La Grande Fete"

Marques in the park: Sunday November 11, 9am to 3pm, John Knight Park, Belconnen.



Events for 2019:

Wheels 2019: Sunday 3 March 2019 at Queanbeyan Showground

Thankyou - Lisa – Social Secretary



French Car Festival

Sunday October 28 2018 at 10 am
81 Victory Boulevard, Ashburton

Jointly organised by
Citroen Car Club of Victoria
Citroen Classic Owners Club of Australia
In association with Peugeot Car Club of Victoria and
Renault Car Club of Victoria

CAR SHOW MARQUES IN THE PARK

SUNDAY 11 NOV, 9AM - 3PM
JOHN KNIGHT PARK, BELCONNEN
GATES OPEN AT 7.30AM - ENTRY FROM AIKMAN DRIVE



coateshire

ROCC Meeting Venue - Shannon's Fyshwick

Parking:

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

Access:

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

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

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



Renault's Tumultuous Journey – The West Australian



War keeps cropping up in my car-brand histories — including this one on Renault.

Founded in Paris' Billancourt neighbourhood in 1899 by Louis, Marcel and Fernand Renault, the marque is resilient, having endured two world wars on home soil.

The pre-eminent sibling, Louis, was awarded the Legion of Honour in World War I but was branded a traitor in WWII.

The gifted engineer built his first car in 1898, the Voiturette 1CV. It was an instant hit, while 1899's Type B was the world's first sedan.

Louis' early innovations included drum brakes, hydraulic suspension and gearing that optimised hill climbing.

Last century

Renault made its own engines from 1903, when half of the 63,000 cars built worldwide were French.

In the same year, Marcel was killed while competing in the Paris-Madrid car race. Race Sunday, sell Monday is nothing new.

In 1905, a taxi operator bought 1500 AG1 models, the fare meter a feature.

When a small car cost 10 years' wages, Renault pared prices via mass production in 1905 and Taylorism in 1913.

The latter, devised by American Frederick Taylor in 1911, maximised job fragmentation to minimise individual skill requirements.

By 1908, Renault had become the first Grand Prix winner, France's biggest car maker and New York's favourite foreign brand.



📷 Louis Renault in a Voiturette.

In WWI, the car maker diversified into tanks, aircraft engines and an unlikely war machine. With Germany's lightning-fast Schlieffen battle strategy threatening Paris in 1914, a thousand taxis were requisitioned.

In poorly camouflaged vehicles, red bodywork and yellow spokes, cabbies undertook their riskiest fares — whisking troops six-at-a-time to the Marne battlefield.

The sight of taxi drivers heading to war helped Parisians, used to Belle Epoque comforts, to empathise with the president's call for a "sacred union" of the people and soldiers.

Today, France reveres this cab as Taxis de la Marne.

In the 1920s, the brand was making trucks, tractors based on wartime tanks and myriad car models in eight body styles.



Late 1920s, early 30s models included the 6CV, 10CV, Monasix, 15CV, Vivasix, 18/22CV, 40CV, Reinastella and Vivaquatre.

During this time, the brand's sales were surpassed by the more innovative Citroen. Not known for sensitivity, Louis Renault referred to Andre Citroen as "the little Jew".

Renault regained top spot when the Great Depression affected Citroen more than the diverse Renault.

Amid the economic malaise, hard-left car-industry unions intensified strike action.

Hard-right Louis, seeing communism as France's biggest threat, reacted by sacking 2000 workers.

When Paris came under nazi control from mid-1940, Louis gave "the Germans butter so they wouldn't take the cows", as he explained to a friend.

He refused to build tanks but agreed to make trucks to prevent Renault's production and workforce being shifted to Germany.

Renault's factories were twice bombed in Allied raids.

In September 1944, after Paris' liberation, Renault was jailed on enemy-collaboration charges, his earlier strike-breaking tactics leaving him bereft of political support. He died within a month, officially due to a urine infection though his widow claimed he had been beaten to death.



 The Renault 16.

Renault was nationalised at war's end without compensation to Louis' family.

Postwar, the brand thrived under Resistance hero Pierre Lefauchaux on the back of the 4CV, developed secretly during the war.

Lefauchaux resisted directives to turn Renault into a truck-only producer, being vindicated posthumously when annual sales passed one million in 1970.

Significant models included the Fregate, Dauphine and 4, with a fold-down rear seat.

Also fresh were the 6, 8, 10, front-wheel-drive Estafette, 12 and 16, a pioneering hatchback.

Renault Australia assembled Renaults, Peugeots and Ford Cortinas in the 1960s and 70s.

The brand had significant global tie-ups with American Motors, Volvo and General Motors at various times.

Acquired were the Gordini and recently revived Alpine sports brands while the Renault Sport division was set up.

Racing triumphs included Mille Miglia, Le Mans, Dakar, ERC and, repeatedly, Formula One.

An iconic car was 1972's Renault 5, a stylish, versatile small car which racked up 5.3 million sales.

Added, too, in the 1970s were the 15, 17, 18 and 20 variants.

Early-1980s models included the pioneering Espace minivan, award-winning 9 and aerodynamic 25.

But poor quality control and bloated expenses were undermining factors.

In 1985, new chairman Georges Besse slashed costs via non-core sell-offs, motorsport minimisation and mass sackings. He was gunned down in 1986 outside his home by communist terrorists.



Renault Clio RS220.

Renault revitalised in the 1990s via the Scenic, Clio and clever Twingo.

Privatised in 1996, the marque cut costs and adopted Japanese production efficiencies. Seeing benefits in consolidation, Renault allied with Nissan in 1999.

This century

Design innovation, revealed in concept cars such as 2010's Dezir and 2016's Trezor, has been a strength.

Current models such as the Clio and Captur are headturners. The company has also specialised in small, fun-to-drive sports hatches, such as the Clio RS.

Spreading its interests, Renault has done technology swaps with Mercedes-Benz, invested in Silicon Valley, linked with Chinese car China's Dongfeng and added Mitsubishi to the alliance.

Renault's future focuses are electric power, connected vehicles and autonomous cars.

Last year, the alliance was the world's leading seller of light vehicles, which excludes heavy commercials.

Who would have thought, back in 1899?



ARTICLE: www.thewestaustralian.com.au



2018 Renault Megane RS 280 Review



More power, more wheelarches, more steering, more doors and more transmissions. Aside from possibly the doors part, it's all sounding pretty rosy for the new third generation of Renault's Megane R.S. hot hatch. The current [Clio R.S.](#) has followed a similar formula to great effect, improving its overall sales figures drastically, but it's fair to say it's lost a certain je ne sais quoi for the purists who've grown to worship the brand. Selling cars vs brand building is always a tricky balance for car companies, but the previous [Megane R.S.](#) is giving the new model a handy head start with Australia being its third biggest market in the world.



Wander down the pit lane at any track day or tarmac rally, and you're bound to come across a handful of previous models. Often more than any other [hot hatch](#), which is a clear sign of approval from those in the know who work their cars hard.

Will the new model build on that legacy? We were among the first to drive the new R.S. on road and track to find out at its Australian launch this week.

Is there anything interesting about its design?

If you spend \$80,240 on an [Audi RS 3](#), you get the same skinny body as [the base A3](#), but for just over half the price of an RS 3, the new Megane R.S. does a lot better in the muscular looks stakes.

You can't miss those bulging wheelarches on all four corners, which are needed to cover the [19-inch alloy wheels](#) and tracks which have been widened by 60mm at the front and 45mm at the rear. They cost [Renault](#) a lot of money to change over the regular Megane, and no other current [hot hatch](#) manages to do it.

For just over half the price of an RS 3, the new Megane R.S. does a lot better in the muscular looks stakes. (EDC automatic transmission variant pictured) You can't miss those bulging wheelarches on all four corners. (EDC automatic transmission variant pictured) There's no point having the bulgiest wheelarches in the business if you can't back them up with actual strength. (EDC automatic transmission variant pictured)



The only real changes from the existing Megane GT you'll notice will be carbon-look inlays on the dash and doors and an R.S. logo on the steering wheel. (manual transmission variant with Cup Pack pictured)

The front guards also feature functional air extraction vents and the look is capped with completely different front and rear bumpers and a central exhaust. Unlike most of its rivals, the rear diffuser is able to generate downforce in lieu of a big rear spoiler. The body kit is completed by fatter and lower sills on either side, and other dimensions are largely the same as a regular Megane hatch.

You won't mistake it for just any Megane from the outside, but the interior is a bit more subdued. If you're looking to trade up from the existing Megane GT, the only real changes you'll notice will be carbon-look inlays on the dash and doors and an R.S. logo on the steering wheel.

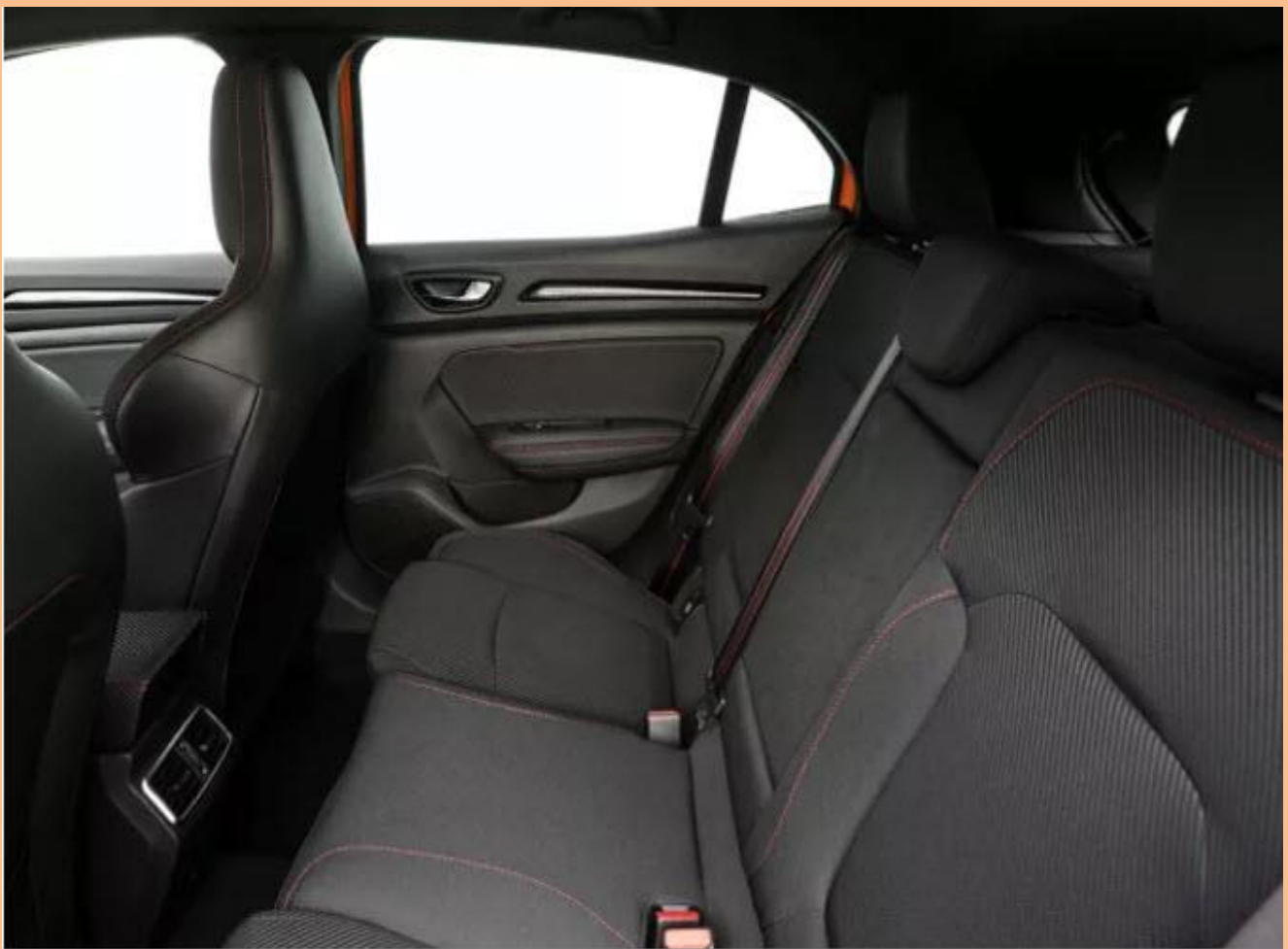
Aside from R.S. logos on the headrests, the front seats look outwardly similar to the sports seats in the GT, too, but have been treated to specific shaping and materials to balance everyday driving with the extra bolstering required for the track.

How practical is the space inside?

Unlike the last generation, [the new model is a five-door hatch](#). This may not be as sexy as the three door, swooping coupe roofline of before, but it makes the R.S. a whole lot easier to live with.

Access is the number one benefit though, as the regular Megane's back seat is somewhat lacking in legroom, which is further compounded by limited toe room underneath the sport front seats.

The other big practicality must-haves are retained though, with two cupholders front and rear and bottle holders in each door. There are [ISOFIX child seat mounts](#) in the outboard positions, and it also gets the same [434-litre boot space](#) as a regular Megane hatch, which is pretty decent for its class. You'll only find an inflation kit instead of a spare tyre though, regardless of whether the Bose audio system is optioned.



There are ISOFIX child seat mounts in the outboard positions. (manual transmission variant with Cup Pack pictured)

Does it represent good value for the price? What features does it come with? The new R.S. kicks off \$1000 higher than the previous R.S. 265 Cup starting point with a list price of \$44,990 with the [manual transmission](#). The EDC auto adds \$2500, but the overall price list is still among the best value in its class.

It sits below key rivals like the recently revised \$45,490 [Golf GTI](#) and the [308 GTis](#) \$45,990 starting point, and significantly below the identically priced \$50,990 [Civic Type R](#) and [all-wheel drive](#) Focus RS, as well as the Golf R at \$56,490.



However, the Renault is still trumped by the i30 N's \$39,990 starting point, as well as entry-level offerings such as the \$38,990 [Ford Focus ST](#). Only one Renault Megane Sport trim level is available for now, with the recently revealed Trophy due to be added in around 12 months. How much it will cost is yet to be determined.



The Megane's EDC is a tweaked version of that used in several other Renault models, but with bespoke gear ratios, shift tuning and strengthening to suit the R.S.'s high torque loads. (EDC automatic transmission variant pictured)

Out of the box, the new R.S. features an 8.7-inch multimedia system capable of displaying performance analytics including acceleration, braking, and wheel angle.

[Apple CarPlay and Android Auto](#) smartphone connectivity is also now built in, as is GPS sat nav.



Out of the box, the new R.S. features an 8.7-inch multimedia system capable of displaying performance analytics. (EDC automatic transmission variant pictured)

It also gains R.S. badging, sport seats, a perforated leather steering wheel and shifter, dual-zone climate control, and heated folding side mirrors.

The only performance option at this stage is the Cup pack, which for just \$1490 gets you a Torsen limited slip differential, a sharper suspension tune, red Brembos with two piece rotors that lower the unsprung mass by 1.8kg per corner, and a whole bunch of little detail changes under the skin. You can pick the Cup pack visually by its black versions of the standard wheels.

You can also upgrade the standard cloth trim to Alcantara for an extra \$1190, add a 10-speaker Bose sound system for \$500, and a panoramic sunroof for \$1990.

The new 'Tonic Orange' hero colour is stunning, but it and the now classic 'Liquid Yellow' will set you back a further \$880, while other metallic hues will cost \$600. The only non-metallic colour is actually 'Glacier White', with the rest of the colours made up of 'Pearl White', 'Diamond Black', 'Titanium Grey' and 'Flame Red'.

What are the key stats for the engine and transmission?

There's no point having the bulgiest wheelarches in the business if you can't back them up with actual strength, and the new Megane R.S. manages to squeeze out an extra 4kW and 30Nm over the previous R.S. 275.

Technically this new model is the R.S. 280 after its power output in metric horsepower (hp), but the output figure nomenclature seems to have taken a step back this time around in favour of just R.S..

Either way, the new totals are 205kW and 390Nm, with the former reached at 6000rpm and the latter available from a higher than usual 2400-4800rpm.

A twin scroll [turbocharger](#) is once again utilised, but the new engine drops from 2.0-litres to 1.8 and is shared with the new [Alpine A110 sports car](#). The Alpine tune is just 185kW/320Nm though, and Renault claims the Megane R.S. spec is the most powerful 1.8-litre motor on the market.

The base engine has been co-developed with [Nissan](#) as part of the Renault-Nissan Alliance, but features a specific cylinder head design in Renault form, with a reinforced structure and redesigned cooling passages. It also features plasma-lined cylinder bores like the [Nissan GT-R](#). Previous Megane R.S. owners will be glad to learn that the new engine uses a timing chain instead of a timing belt.

Perhaps the biggest surprise with the new Megane R.S. is that it retains a six-speed manual transmission as its default choice, even though a [six speed dual-clutch \(EDC\) automatic](#) is now available as an option for the first time. This conflicts with [the Clio's](#) EDC-only specs these days.

The Megane's EDC is a tweaked version of that used in several other Renault models, but with bespoke gear ratios, shift tuning and strengthening to suit the R.S.'s high torque loads. The weight penalty over the manual is just 23kg.



Gears can be manually selected via the shifter or shift paddles behind the steering wheel, and shift times get faster as you move between 'Comfort'/'Normal', 'Sport' and 'Race' drive modes.

One unique feature is 'Multi Change Down' mode, which will automatically select the best gear for a corner if you hold down the downshift paddle when in Sport or Race drive modes.

The EDC transmission also has 'Launch Mode' to optimise standing start acceleration.

Drive is still sent through the front wheels, but the R.S. now scores four-wheel steering to help with slow speed agility and high speed stability.

The '4Control' system is also seen on the Megane GT, and steers the rear wheels by up to 2.7 degrees to tighten the turning circle at slower speeds, and transitions to follow the front wheels in parallel to effectively extend the wheelbase at higher speeds. This transition generally happens at 60km/h, but moves to 100km/h when Race mode is selected.

How much fuel does it consume?

Renault claims an eight per cent fuel consumption improvement over the previous generation R.S., which leaves the new model with [official combined figures](#) of 7.4L/100km for the manual and 7.5 for the EDC. As you'd expect with such a specific output, top-shelf 98 RON unleaded is needed, and the 50-litre fuel tank suggests a theoretical range between fills of at least 666km.

[ANCAP](#) is yet to give any Megane a safety rating, but the regular [hatch](#), [sedan](#) and [wagon](#) carry a five-star rating from EuroNCAP.

All variants are equipped with front, side and curtain airbags that extend to the back seat, plus the usual suite of [stability and traction control functions](#) and front and rear parking sensors and a [reversing camera](#). It also thankfully comes standard with [AEB](#), active cruise control, [lane departure warning](#), and blind-spot monitoring.



What does it cost to own? What warranty is offered?

Warranty - Basic warranty - 3 years / unlimited km warranty

One detail you should be aware of is that Renault Sport models have dropped back to a three year [warranty](#) as of May 1, 2018. Kilometres are still unlimited, but all other Renault passenger models carry a five year term. Service intervals are a decent 12 months or 20,000km, and the first three services are capped at \$399 each. If any reliability issues arise, you'll likely find them on our [Megane R.S. problems page](#).

What's it like to drive?

Now for the important part.

I always felt the previous Megane R.S. was as if Porsche had been involved, and an assurance that if the Zuffenhausen brand does end up building front-wheel drive models it wouldn't be the end of the world. It was so direct, tight as a drum and predictable. What you put into it is exactly what it gave back, so the new one has big shoes to fill.

We drove the standard car with the EDC transmission, as well as the Cup pack with the manual transmission around town, and put the R.S.'s money where its mouth is on track with the Cup pack at the [Norwell Motorplex](#) in Queensland.

Beyond those fantastic looks, the seats, the steering wheel and the raspy exhaust note are spot on for an R.S. The steering itself is quite nice, too, no doubt due largely to the front suspension's specific 'independent steering axis' steering knuckles, which move the steering axis 13mm closer to the hub face on each side to reduce torque and bump steer.

You'd expect it to ride like a rollerskate based on the 35 series rubber at each corner, but the ride comfort is actually quite livable.

This continues right through the spectrum of road conditions, with the crashiness that some hot hatches suffer over big bumps absent. This is likely due to its hydraulic compression stop dampers, which effectively puts a dampening bump stop within each shock absorber to create second stage dampening instead of a sudden thud. The new R.S. is proof that you don't have to be harsh to be fast.

The EDC transmission's tune is much nicer than in any other Renault I've experienced, regardless of drive mode, with responsive automatic shifts and quick manual shifts when needed. The manual is also fine, but the fat gear lever doesn't feel as mechanical as I'd like in a driver's car.

The new engine's smaller capacity makes itself known around town, with max torque not available until 2400rpm. Most current turbos manage this sooner, but it's worth noting that the new engine does manage to deliver peak torque 600rpm earlier than the previous 2.0-litre. Once you're underway though, it feels every bit of its 205kW/390Nm.



The 4Control all-wheel steering is largely undetectable under general driving conditions, but when it does become apparent (when you're having fun), it's pros also bring a few cons.

If you're heading through a bunch of corners of varying speeds, which let's face it, most twisty roads do, it's mildly annoying how the all-wheel steering shifts between modes, particularly if it happens mid corner. Think of it as a variable wheelbase and you'll get an idea of what I mean.

The torsion beam rear suspension on the other hand feels fine, and a more complex independent set-up would certainly push the new model's 34-57kg weight gain much higher. For the record, the manual weighs 1427kg, while the EDC is 1450.

The Norwell Motorplex circuit may be dead flat, but its surface is quite bumpy and therefore handy for performance testing a road car.

Once again, the new R.S.'s fundamentals seem fine, and the Cup's stiffer suspension didn't make it skittish on the circuit.

It puts the power down brilliantly through the Torsen diff and 245-section tyres, allowing you to get on the power much earlier and its amazing how it hauls for a 1.8 litre in a near-1.5 tonne car. The official 0-100km/h acceleration claim with either transmission is an impressive (for a front driver) 5.8s, which is also in line with the previous generation's Trophy R ultimate incarnation.

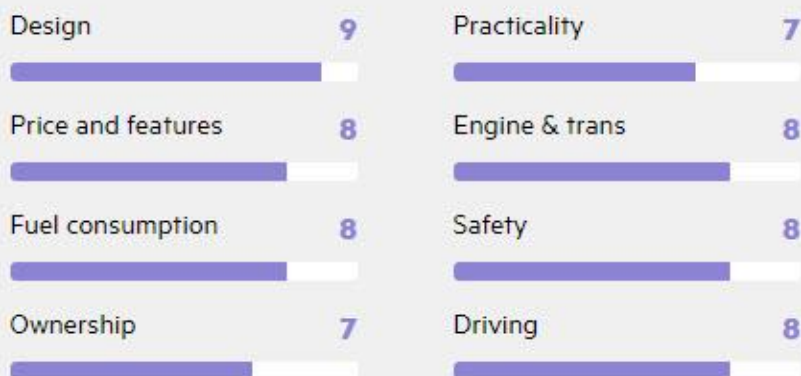
Those 355mm front Brembos reign it in nicely too, retaining a consistent feel after five or so laps of Norwell where we saw 155km/h along the back straight.

The all-wheel steering's effects are more obvious on the track, with quite a few of the corners straddling the 60km/h transition point in all modes aside from Race. The long sweeper straddles the 100km/h transition point in Race, so that's hardly the solution. You're effectively switching wheelbase lengths depending on which corner you're in, and often mid-corner.

It isn't drastic or dangerous, but it adds another dimension to your judgement of corner speeds that would take some getting used to. Salvation is likely at hand though, as I learned after our drive that it's possible to turn off the 4Control system via the Perso drive mode that allows elements to be adjusted independently. We can't wait to give that a crack. ARTICLE: www.caradvice.com.au

EXPERT RATING

7.9/10



Verdict

The new **Megane R.S.** is objectively a better car overall, and will probably appeal to more people, but it's not quite as special as the model it replaces.

It will be telling if the expected Trophy R flagship retains the all-wheel steering system, but in base R.S. guise its benefits are questionable.

It's an excellent hot hatch regardless, particularly on public roads, and I reckon it's at its best with the EDC transmission and the Alcantara and Bose option boxes ticked.

Barry McAdie's Car Parts for Sale

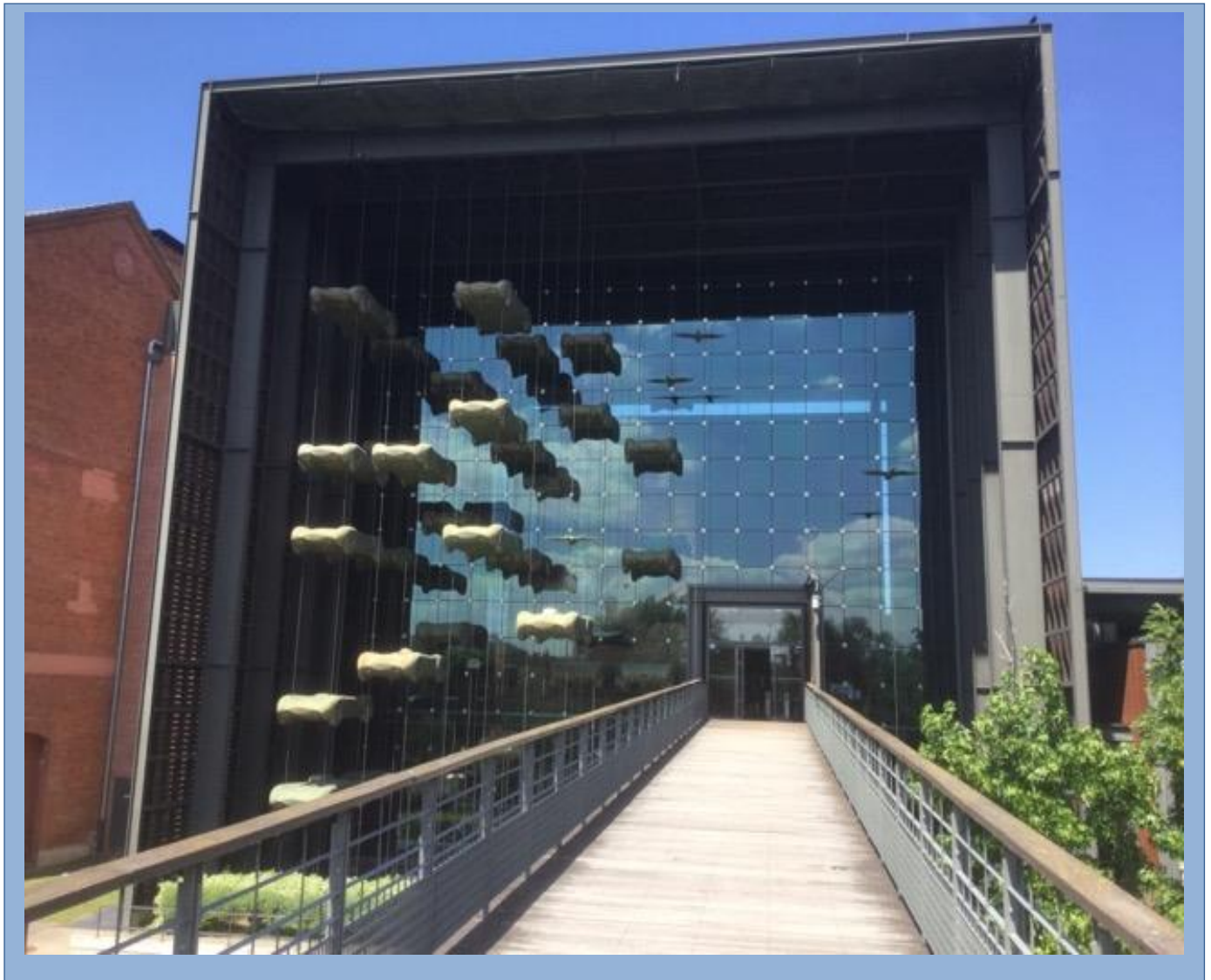
ITEM No.	ITEM	CONDITION
Fuego Interior Parts		
1	Luggage cover	New
2	Headlining	New
3	Interior trim	Used
4	Dashes x2	Used
5	wiper/light switches	Used
6	heater A/C controls	Used
7	dash fuse panels	Used
8	Instrument panels	Used
9	Carpet/underlay	Black used
10	interior door trims	Used
11	Rear seats I set	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

Visit to France – Part 4 by Barry McAdie



Leigh McEwan and I joined other Renault enthusiasts, mainly from Queensland, on a tour of France, Italy and the Swiss Alps over the period 11 June to 4 July 2018. The tour was very well organised and was “full on” almost every day with plenty of activities to keep us entertained.

In our last instalment, we stayed at Guebwiller before heading off to Mulhouse to the Cite de Automobile on 23 June. As you may be aware, the museum has a fabulous collection of Bugattis and I outlined the history in a previous edition of the ROCC Newsletter after a visit in October 2015. This time, I concentrated on spotting the Renaults in the collection and some photos are included here. A highlight was finding a nice Alpine A110 that was not in the museum on my last visit.

There will be more on our visit to France and the Renaults we saw in the following newsletters.

The pictures on the following pages are from our trip →







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)

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

R12 parts,

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

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

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

Fuego Parts

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

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

Renault R17/15 Parts

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

R25

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

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

Various

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

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

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

Verstappen Believes Honda will Contend with Renault in 2019



Max Verstappen believes Honda will be "in the same or a better position" than Renault in the Formula 1 engine battle by the start of the 2019 season.

The Red Bull driver has grown more frustrated by the team's current engine partner this season and has been increasingly critical in public since his team confirmed it would switch to Honda for next year.

Honda is introducing an upgrade in Russia this weekend that some sources have tipped to move it above Renault in pure horsepower for the first time.

Asked about that possibility, Verstappen said: "Well let's say I'm very confident that at the start of the season we will not be worse than Renault." "We will always be in the same or a better position.

"I hope that it [the upgrade in Sochi] will already be a good step.

"I know the steps they are making up until the beginning of next season so it all looks very promising."

Honda's progress with Red Bull's junior team Toro Rosso this season has been evident in its improved performance and stronger reliability record. While its upgrades this weekend mean grid penalties for both drivers, Verstappen has previously pointed out that Honda's increased use of engine

components this season is misleading because it has been tactical in how it has changed parts. However, current Renault drivers Carlos Sainz Jr and Nico Hulkenberg disagreed with Verstappen's early assessment of the '19 engine pecking order.

"I don't think so, but we'll see," said Hulkenberg. "Next year there are a few good things coming so I think we'll make some good progress."

Though Verstappen is certain Honda can match or surpass Renault, Sainz - who will stick with Renault power when he moves to McLaren - said: "I think 'sure' in F1 is a very particular word to say.

"I still have faith in Renault, obviously I'm sticking to that engine for next year, in another team. We just need to trust, and that's it."

Verstappen will join his future engine partner Honda at the back of the grid in Russia, after revealing on Thursday that Red Bull's move to a fresh Spec B engine is because of a reliability concern for the Spec C at future races. Verstappen expects to visit Honda's Sakura research and development facility later this year or early in 2019 and is leaning heavily on his team for information in the meantime.

"I always ask questions about a lot of stuff - driveability, downshifting, energy deployment, all these kinds of things," he said.

"Of course the team is really busy with it now and just analysing everything.

"It looks promising. They are working really hard to get the gains and they are spending a lot of money on the whole project, which is very good."

ARTICLE: www.autosport.com



RENAULT SPORT
FORMULA ONE™ TEAM



2018 Formula One World Championship Calendar

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



RENAULT
SPORT F1

Singapore Grand Prix – 16 Sep 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	61	1:51:11.611	25
2	33	Max Verstappen	RED BULL RACING TAG HEUER	61	+8.961s	18
3	5	Sebastian Vettel	FERRARI	61	+39.945s	15
4	77	Valtteri Bottas	MERCEDES	61	+51.930s	12
5	7	Kimi Räikkönen	FERRARI	61	+53.001s	10
6	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	61	+53.982s	8
7	14	Fernando Alonso	MCLAREN RENAULT	61	+103.011s	6
8	55	Carlos Sainz	RENAULT	60	+1 lap	4
9	16	Charles Leclerc	SAUBER FERRARI	60	+1 lap	2
10	27	Nico Hulkenberg	RENAULT	60	+1 lap	1
11	9	Marcus Ericsson	SAUBER FERRARI	60	+1 lap	0
12	2	Stoffel Vandoorne	MCLAREN RENAULT	60	+1 lap	0
13	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	60	+1 lap	0
14	18	Lance Stroll	WILLIAMS MERCEDES	60	+1 lap	0
15	8	Romain Grosjean	HAAS FERRARI	60	+1 lap	0
16	11	Sergio Perez	FORCE INDIA MERCEDES	60	+1 lap	0
17	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	60	+1 lap	0
18	20	Kevin Magnussen	HAAS FERRARI	59	+2 laps	0
19	35	Sergey Sirotkin	WILLIAMS MERCEDES	59	+2 laps	0
NC	31	Esteban Ocon	FORCE INDIA MERCEDES	0	DNF	0

Note - Grosjean received a 5-second time penalty for ignoring blue flags.

Russian Grand Prix - 30 Sept 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	53	1:27:25.181	25
2	77	Valtteri Bottas	MERCEDES	53	+2.545s	18
3	5	Sebastian Vettel	FERRARI	53	+7.487s	15
4	7	Kimi Räikkönen	FERRARI	53	+16.543s	12
5	33	Max Verstappen	RED BULL RACING TAG HEUER	53	+31.016s	10
6	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	53	+80.451s	8
7	16	Charles Leclerc	SAUBER FERRARI	53	+98.390s	6
8	20	Kevin Magnussen	HAAS FERRARI	52	+1 lap	4
9	31	Esteban Ocon	FORCE INDIA MERCEDES	52	+1 lap	2
10	11	Sergio Perez	FORCE INDIA MERCEDES	52	+1 lap	1
11	8	Romain Grosjean	HAAS FERRARI	52	+1 lap	0
12	27	Nico Hulkenberg	RENAULT	52	+1 lap	0
13	9	Marcus Ericsson	SAUBER FERRARI	52	+1 lap	0
14	14	Fernando Alonso	MCLAREN RENAULT	52	+1 lap	0
15	18	Lance Stroll	WILLIAMS MERCEDES	52	+1 lap	0
16	2	Stoffel Vandoorne	MCLAREN RENAULT	51	+2 laps	0
17	55	Carlos Sainz	RENAULT	51	+2 laps	0
18	35	Sergey Sirotkin	WILLIAMS MERCEDES	51	+2 laps	0
NC	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	4	DNF	0
NC	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	4	DNF	0

2018 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	306
2	Sebastian Vettel	GER	FERRARI	256
3	Valtteri Bottas	FIN	MERCEDES	189
4	Kimi Räikkönen	FIN	FERRARI	186
5	Max Verstappen	NED	RED BULL RACING TAG HEUER	158
6	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	134
7	Kevin Magnussen	DEN	HAAS FERRARI	53
8	Nico Hulkenberg	GER	RENAULT	53
9	Fernando Alonso	ESP	MCLAREN RENAULT	50
10	Sergio Perez	MEX	FORCE INDIA MERCEDES	47
11	Esteban Ocon	FRA	FORCE INDIA MERCEDES	47
12	Carlos Sainz	ESP	RENAULT	38
13	Pierre Gasly	FRA	SCUDERIA TORO ROSSO HONDA	28
14	Romain Grosjean	FRA	HAAS FERRARI	27
15	Charles Leclerc	MON	SAUBER FERRARI	21
16	Stoffel Vandoorne	BEL	MCLAREN RENAULT	8
17	Lance Stroll	CAN	WILLIAMS MERCEDES	6
18	Marcus Ericsson	SWE	SAUBER FERRARI	6
19	Brendon Hartley	NZL	SCUDERIA TORO ROSSO HONDA	2
20	Sergey Sirotkin	RUS	WILLIAMS MERCEDES	1

2018 CONSTRUCTORS

POS	TEAM	PTS
1	MERCEDES	495
2	FERRARI	442
3	RED BULL RACING TAG HEUER	292
4	RENAULT	91
5	HAAS FERRARI	80
6	MCLAREN RENAULT	58
7	FORCE INDIA MERCEDES	35
8	SCUDERIA TORO ROSSO HONDA	30
9	SAUBER FERRARI	27
10	WILLIAMS MERCEDES	7

ROCC Retro Corner

Some old Advertisements from the past

The Promise.

Renault's European technology brings high style to Encore's engineering.



The Proof. Encore Electronic

The 1986 Encore is easy to look at, especially when seen through Renault's LCD (liquid crystal display) instrumentation. It's a bright, clear display that tells you things you never knew about your Encore. The electronic instrument cluster features LCD readouts for speedometer, a graph bar tachometer, fuel level gauge, and a trip computer displaying remaining fuel, distance to empty, average fuel consumption, outside temperature, distance traveled and average speed. There's even more to see in

5/50 PLUS the 1986 Encore: New standard features such as a restyled front end, brighter halogen headlamps and improved electronic fuel injection for better fuel economy. 41 MPG HWY, 35 MPG CITY.* New options include Accusound by Jensen, a premium 6-speaker system, and tilt steering wheel. Renault Encore's European technology, **Built in America** with 5/50 Plus, America's best small car protection.** Visit your Renault dealer; test the proof behind our promises in the 1986

Encore Electronic. *Use EPA est. for comparison. Your results may differ. (Based on 14-litre engine, w/4-spd. man. trans.) **5 yrs. or 50,000 miles. Limited warranties. Certain restrictions apply. See your dealer for details. Buy or lease. From American Motors. Safety Belts Save Lives.

RENAULT
THE ONE TO WATCH

The 1968 Renault 10



How many reasons do you need?

SEE THEM AT REGENT MOTORS STAND (No. 1)

For 1968 our designers have added more touches of luxury to the famous Renault 10 rule-breaking features. First, there's new, more practical rectangular headlights to refine the front styling, give better, safer visibility and less glare for oncoming traffic. The dashboard is now finished in cedar, and there's a new cigarette lighter as standard, too. Our designers gave us a list

of 18 more rule-breaking reasons for driving the 1968 Renault 10. Here are some. Four wheel disc brakes ☐ radial ply tyres ☐ rack and pinion steering ☐ five bearing crankshaft ☐ padded dashboard ☐ four speed synchromesh gears ☐ free lap/sash safety belts ☐ windscreen washers ☐ heater/demister/cooling system.

BE REWARDED — DRIVE IT!

RENAULT  **10**

Stand 12

Renault vehicles are built in Australia by Renault (Aust.) Pty. Ltd., West Heidelberg, Victoria. \$1999 (incl. tax)



Fuego Turbo

RENAULT FUEGO: Renault Fuego's winning ways continue—by beating BMW, Alfa-Romeo, and Chevrolet for the 1983 SCCA Showroom Stock National Championship! A Fuego with the same winning features — Bosch L-Jetronic fuel injection, 5-speed manual, **WINNING** power

front disc brakes, and front and rear stabilizer bars—as the one you can buy. Impressive. But not surprising to people who also watch Renault compete in Formula One. Because Renault has won more turbocharged victories around the world than anyone. And applied that winning technology to Fuego's *intercooled* turbo. Fuego Turbo, just \$11,395*. And new Fuego 2.2 with a fuel-injected overhead cam power plant, rack-and-pinion steering and 6-speaker AM/FM stereo, just **\$8,995***. Renault Fuego. The one to watch is the one that's winning.

*List price. Tax, destination charges, optional/regional equipment extra. Buy or lease. Safety belts save lives. Sold by American Motors.

RENAULT
THE ONE TO WATCH

Fuego 2.2



LE VRAI TRIOMPHE...

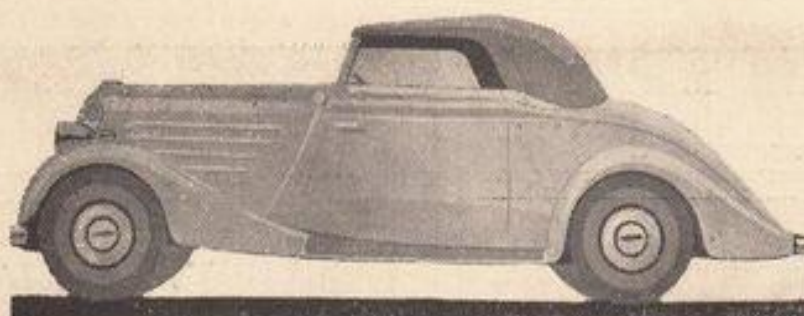
RENAULT

RALLYE INTERNATIONAL DU MAROC 1935

1^{er} ex-æquo à l'arrivée à CASABLANCA sans pénalisation, LAHAYE et QUATRESOUS sur **NERVASPORT RENAULT (8 cylindres)**
Graissée aux Huiles Renault - Pneus Dunlop

1^{er} **RALLYE DE MONTE-CARLO 1935**
 LAHAYE et QUATRESOUS sur **NERVASPORT RENAULT (8 cyl.)**

1^{er} **RALLYE FÉMININ PARIS-S'-RAPHAEL 1935** (catég. 1.500 c.c.)
 Mme REYBERT sur **CELTAQUATRE RENAULT (4 cylindres)**



Eclatantes victoires de l'Industrie Française

En tête dans tous les RALLYES, **RENAULT** l'est aussi dans les VENTES au MAROC

1^{er} Années 1932-33 et 1933-34 et **1^{er}** au premier trimestre 1935

Acheter FRANÇAIS au Maroc est un devoir national
 L'ARGENT FRANÇAIS doit aller à la FRANCE

RENAULT, L'AUTOMOBILE DE FRANCE



HOLLANDE



Parts of France

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

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

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

ROCC Technical Help

| 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

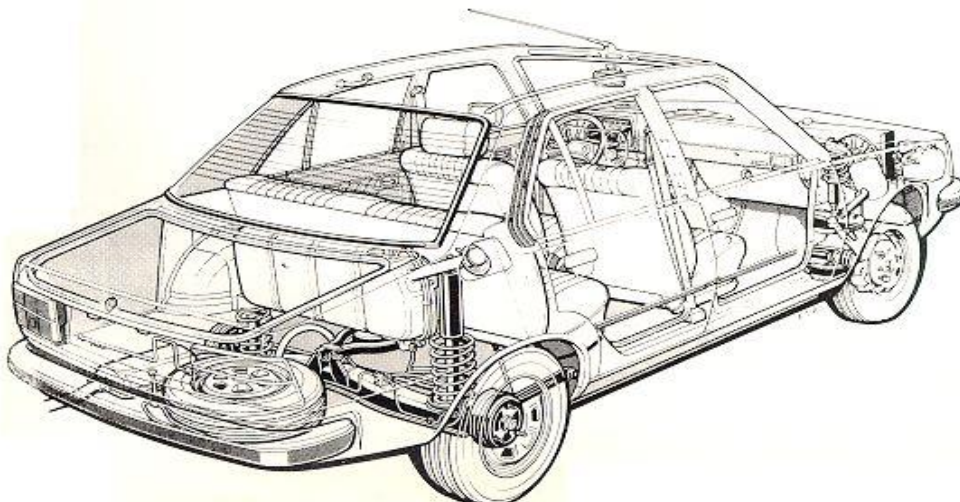
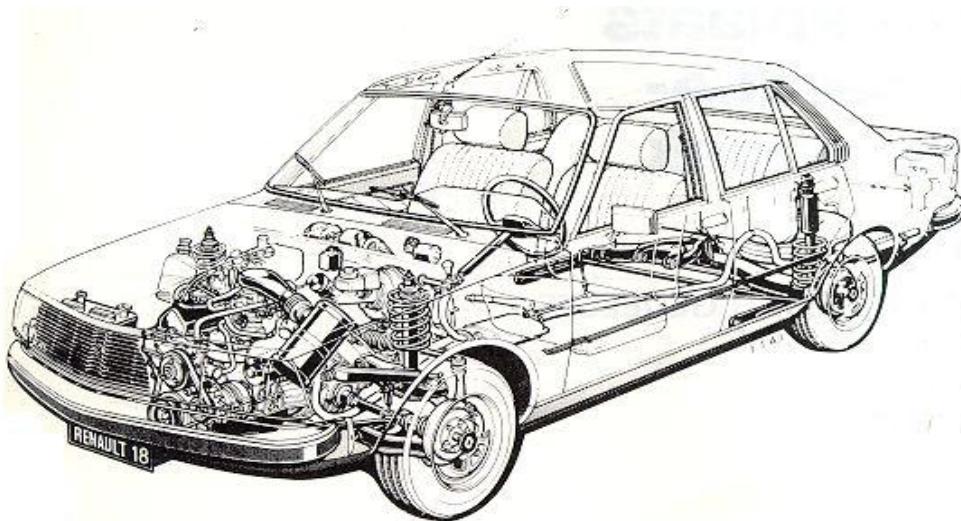
(Available to Financial Members only.)

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, THEMOSTAT AND SEAL, AIR CONDITION, ALTERNATOR
 AND POWER STEERING BELTS, REPLACE RADIATOR ASSEMBLY, TOP, BOTTOM, BYPASS
 AND HEATER CONNECTION HOSES, FLUSH AND REFILL COOLING SYSTEM AND ADD COOLANT
 REMOVE TRANSMISSION PAN AND FILTER, CLEAN, INSPECT AND REFILL SYSTEM
 REPLACE FAULTY VACUUM MODULATOR, REPLACE L/H TRANSMISSION MOUNT
 REPLACE REAR SWAY BAR LINK BUSHES, AND REAR EXHAUST MOUNT
 REPLACE FAULTY VACUUM BRAKE BOOSTER ASSEMBLY, INSPECT BRAKES AND REPLACE
 FRONT BRAKE PADS AND CHANGE BRAKE FLUID, DRAIN AND REFILL POWER STEERING
 REMOVE AND FIT RECONDITIONED ALTERNATOR AND STARTER MOTOR UNITS
 REPLACE IGNITION SWITCH ASSEMBLY, REMOVE DASH AND RELACE BLOWN GLOBES
 REMOVE VENTILATION CONTROLS AND RECTIFY OPERATION, REGAS AIR CONDITIONING SYS



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:.....

The critics are panning us.

The automotive experts blame us for not doing justice to our own product.

Car & Driver Magazine said, "In spite of having the best economy sedan...in the U.S., Renault continues to lose ground."

Newspaper Enterprise Association reported, "Renault has never really gotten a proper share of the American market, and this is a shame...because they have one of the best cars in the world for the money."

Foreign Car Guide wrote, "They now have a car that is capable of outdoing the VW!"

Our dealers, some 400 of them, feel exactly the same. "Great car," they say, "but nobody knows it."

Even Renault owners complain that we do not adver-

tise enough! So, let us say a few words about the Renault 8.

It is priced at \$1,635* (P.O.E. East Coast). It can do over 35 miles per gallon. It is tough and reliable. Its engine, smoothly, indefatigably, gives brilliant performance and acceleration. The luxury and comfort of its seats are absolutely outstanding.

We could carry on, but there is not enough space left on this page... Better go and see for yourself. Find out just how luxurious an economy car can be. Take a ride in the Renault 8, and see why one critic thinks it feels like a big American compact. Your local Renault dealer will help you make the discovery.

RENAULT 



*Whitewall wheels optional.

To arrange money-saving overseas delivery, see your local dealer or write Renault, Inc., 750 Third Avenue, New York 10017.

R14

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

Renault 5GT



Renault 4 Limo

