



ROCC NEWS

September 2017

Issue Number 348

MONTHLY NewsLetter of the Renault Owners' Club of Canberra Incorporated.
1898 – 2017, Celebrating Renault's 119 years.
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R16 TS – Owned by Margaret Scott – Hunter Valley French Car Day – 27 August 2017

In This Issue

Hunter Valley French car Day Pics
Renault Megane Sedan Intens
Clio vs Pug 208 Head to head

Next Meeting: 21 Sept 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.

Another month has gone by the wayside with only the Hunter Valley French Car Day on 27th August for us Francophiles!

Our next big club event is the French Car Day on Saturday 4th November at Telopea park school. I always look forward to this day – especially as we missed it last year! Hopefully we can have the R17, the R25 and possibly the Fuego there this year. That would make up the numbers nicely.

I am still tinkering slowly with the R25 after its manual conversion. The clutch needs another bleed and still some of the electrics are being a bit silly. I will still bring her to FCD in November though as it is quite drivable.

My family and I are off on an cruise to the South Pacific in a few days – thus the slightly early magazine. I will hopefully find some nice treats on the streets of Noumea that I can publish in an upcoming edition of ROCC News. In the meantime, here are some pictures of BOB the Baccara after a nice wash on Father's day!

Take care and safe travels in your pride and joy.



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

ROCC NEWS

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

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PRESIDENT'S PAGE

Bon jour Renophiles

Due to family and other commitments, I was unable to attend the Hunter Valley French Car Day on Sunday 27 August 2017 but I expect that Lisa will have coverage of the event in her Social Pages.

At our last club meeting, the ROCC Committee had useful discussions about the future of our club. These discussions will be ongoing and a discussion paper outlining options will eventually be circulated for consideration by members.

As previously mentioned I have been busy with family and other commitments so this column will be unusually short.

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

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 17/08/2017**

GENERAL MEETING then COMMITTEE

ATTENDANCE; Andrew Sadow, Mark Christie, Nick Hulskamp, Chris Forsey, Lisa Molvig, Leigh McEwan, Barry McAdie, Luke Drady, Michael Pedvin, Lachlan Drady, Paul Jones

APOLOGIES; Fred Cook

MINUTES OF PREVIOUS MEETING: Accepted

CORRESPONDENCE IN; The Hub, Club insurance from Arthur J Gallagher, Cheque from Canberra Continental Service Centre, Military Bank statement and Term deposit statement, ANZ statement, Mille Miles Mag for Barry, 2x Shannons catalogues and various emails from the sensational social secretary, Lisa, informing members of car club happenings and events.

CORRESPONDENCE OUT; Barry emailed out a discussion paper to committee members, regarding the club's viability. Whether to merge with another club fold and form new club, stay or what do members think.

TREASURER; We have 26 members and The Terrific Treasurers Taxing Testimony Told us we were in a good financial position. That being, Total funds of \$9333.22. made up of Term deposits of \$6959.58, cash in bank of \$2143.64 and cash on hand \$230.00. Income of \$130.00 for advertising and \$8.34 interest.

SOCIAL; Check out the current and upcoming events in the newsletter. Hunter Valley French Car day will be on 27th August, 1st October Melbourne, 4th Nov French Day at Telopea school, 12th Nov is Marques in the park. There was also a discussion regarding the trophies and using the current Renault logo. The maker of our trophies says by using the logo it might be breaching copyright, a suggestion was made to use an older out of date version which would not be as critical.

NEWSLETTER; A terrific job again. A reminder that anyone can contribute and BTW get your articles in early this month.

TECHNICAL; Generally, not much discussion was had but "someone" asked, How do you start a 1.5Ltr Diesel Peugeot after the engine was rebuilt. (crickets were heard chirping.....)

WEBSITE; Nil on website but the Facebook page is all good

GENERAL BUSINESS; A bit quiet today. A brief chat regarding Renault sales in the ACT and that Rolfe Renault would like to keep ads in the newsletter current and possibly linkable but haven't sent any details to our editor yet.

MEETING CLOSED: 20:25

NEXT MEETING: 21st September 2017

COMMITTEE MEETING: Started 20:35 with all members present, this meeting discussed the Paper that Barry had circulated to committee members earlier in the week. “To Merge or not to Merge” Chris Forsey was also present as an observer from the Rover Club and at the end of the meeting, Chris gave us an account of his experiences with the Rover Club of Canberra. Ultimately, they joined with the NSW club. Theirs took 12 months of toing and froing and regular documenting discussions, emails and correspondences.

The premise of the meeting was to discuss the viability of the Club, “to merge or not to merge”. Members would know that this idea has been talked about for some time and it is now time to get on with the serious discussion. Keep in mind that the Peugeot club has approached ROCC before regarding a merger BUT this should NOT be the only option.

A merger or consolidation of interests is an issue for many car clubs and there is some chat on Aussie Frogs re the French car clubs that members should peruse. Barry asked members not to make a decision today but read the paper and see if all points are valid and covered. This then could be sent to members for their input or even vote on. The committee put forward some thoughts, ideas and agreed that the paper had covered points extremely well. The committee also thought it be a good idea to let the other Canberra French car clubs/members know of ROCC’s movements in this regard. Lisa suggested she could email Citroen members gauging their interest. Barry will draft an email that outlines our movements and thoughts which can then be sent to Citroen and Peugeot club/members. Barry will put together a summary paper which will be easier and shorter to read, thus quicker for members to analyse. A copy of the discussion paper was given to Chris Forsey for his analysis and response back to Barry.

Meeting Ended 21:25

Andrew Sadow - Assistant 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:

August 27: Hunter Valley French Car Day was held at Nightingale Winery in the village of Broke in Hunter Valley. This year the event was attended by three ROCC members- Mark Christie, John Buckley and myself. Again it was perfect weather for this late winter event. Over 50 French cars attended, plus another dozen mixed classic cars from the local club at Maitland. The display was divided into classics (over 30 years) and moderns, with about equal numbers of cars in these categories. Among the classics were 9 Peugeots, 6 Citroens, 9 Renaults and 3 Simcas. Renaults included, R8 Gordini, R12, R16, R10, Floride. There was a public vote this year for best car in each marque, and best outright. These prizes were all won by classic cars:

Best Renault: R8 Gordini, Jason Emmelkamp, Sydney

Best Peugeot: P203, Malcolm Goodwin, Cessnock

Best Citroen: Light 15

Best outright: P203, Malcolm Goodwin

Best other marque: 1913 FIAT



Prize winners at the Hunter Valley French Car Day – 27 August 2017

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

December 3: evening Christmas BBQ by Lake Ginninderra.

Past French Car Drives:

Nil to report

Past interstate Events:

Nil to report for April 2017

Local and Interstate Events in 2017:

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

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

<http://www.pccv.org/event/french-car-festival-4/>

Saturday 4 November - Canberra French car day, at Telopea Park School fete.

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

Thankyou - Lisa – Social Secretary



Hunter Valley FCD

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.



Hunter Valley French Car Day - Aug 2017





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Renault Megane Intens sedan 2017 review



2017 Renault Megane Intens sedan. (Image credit: Peter Anderson)

The new [Megane](#) sedan has arrived, and the mainstream range is almost complete. The Intens sedan is the top of the two model set and looks like it's going for substance instead of bargain-basement pricing. Which makes sense, because Australians basically ignore bottom-of-the-rangers these days, especially Euro cars.

Does it represent good value for the price? What features does it come with?

The Intens kicks off at \$31,990 (\$35,990 drive-away), a hefty premium over the mechanically identical \$27,490 Zen. Standard are 18-inch alloys, eight-speaker stereo, dual-zone climate control, keyless entry and start, reversing camera, front, rear and side parking sensors, sat nav, auto LED headlights, auto wipers, part leather trim, auto parking, power windows, heated folding mirrors, sunroof, an impressive safety package and active cruise control.



Auto LED headlights also come standard on the Intens. (Image credit: Peter Anderson)



Almost full-width tail-lights suit the shape. (Image credit: Peter Anderson)

Renault's own 'R-Link' software runs the portrait-oriented 8.7-inch screen, with stereo controls hidden away behind the steering wheel on a little paddle. It's a good system (in the RS versions it will even

record your telemetry) but is missing [Apple CarPlay and Android Auto](#). In the Intens it's an up-spec colour version with vertically-stacked split screen so you can see your music and sat nav at the same time. Sadly, the reversing camera display is a bit grainy and small. Is there anything interesting about its design?



As boot-adding exercises go, the Megane's is hugely successful. The old car (known as [Fluence](#)) was a bit awkward, but then, the whole range was, save for the three-door RS. This Megane is a much bolder statement than before and it really looks the business in Intens trim.

The big wheels suit the shape, making it look bigger, longer and lower all round. There are some lovely details, like the echo of the hatch at the trailing edge of the rear door, the terrific-looking, almost full-width tail-lights and the chunky headlights with signature daytime running lights.

Inside, there's more restrained elegance. The dash panel looks well put together and the portrait-orientation of the screen (like a Tesla's) goes with the digital dash to imbue the cabin with a futuristic feeling. It looks good, even if the plastics aren't quite VW, but they're not far off.

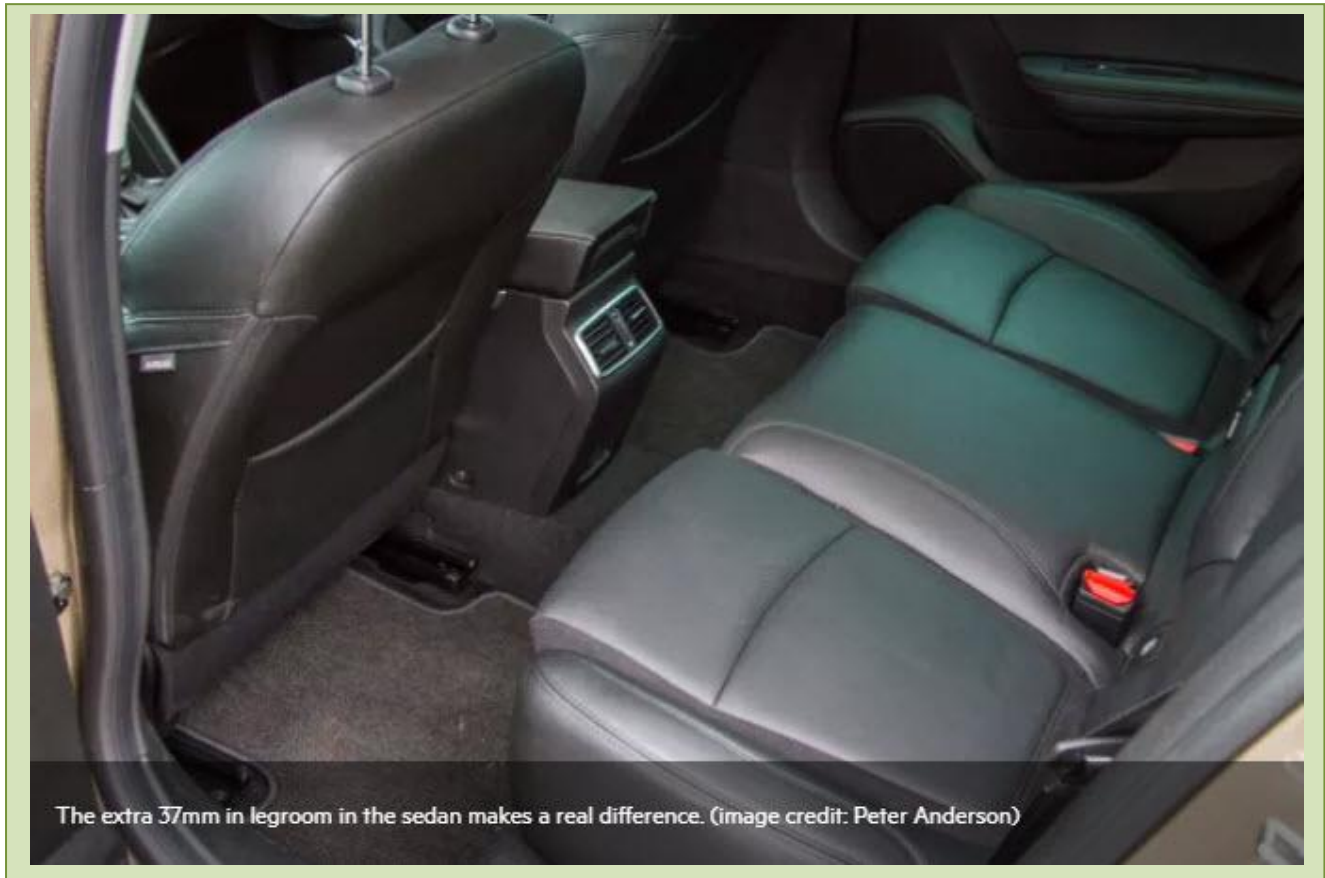
How practical is the space inside?

Tradition dictates the Megane hatch has marginal rear legroom, but with an extra 42mm in the wheelbase, there's another 37mm in legroom in the sedan, which makes a real difference. While it's not lounge around big, it's now in the ballpark for normal humans to remain in there without requiring corrective surgery.

Front seat passengers are treated to a shallow central console bin, two tight cupholders and a tray under the air-con controls that cheerfully fit a larger-format iPhone. Rear passengers also have a pair of more commodious cupholders in the centre armrest and all four doors sport small bottle holders.

The boot starts at an already impressive 503 litres (69 up on the hatch) and when you drop the seats, you're up to 987 litres, which is quite a bit for a car this size. By comparison, the [Mazda3](#) sedan's boot holds 408 litres. The [Civic](#) and [Elantra](#) beat the Megane by small margins.

What are the key stats for the engine and transmission?



The extra 37mm in legroom in the sedan makes a real difference. (image credit: Peter Anderson)

The Megane shares the [Clio](#)'s 1.2-litre four-cylinder turbo, but producing 97kW (+9kW) and 205Nm (+15Nm). Power hits the road through the front wheels and Renault's seven-speed [dual-clutch transmission](#), one more gear than the Clio.

Renault quotes a leisurely 0-100km/h time of 10.9 seconds, which is terribly French and even slower than the 1.2-litre Clio - as you might expect with 1321kg, an extra 300kg, to drag.

How much fuel does it consume?

Renault managed 6.1L/100km on the [combined cycle for its official testing](#), and we found ourselves at 10.2L/100km, which is a solid miss. Most of our driving was suburban bashing with some peak hour/Sunday Sydney driving, both of which are awful stop-start disasters.

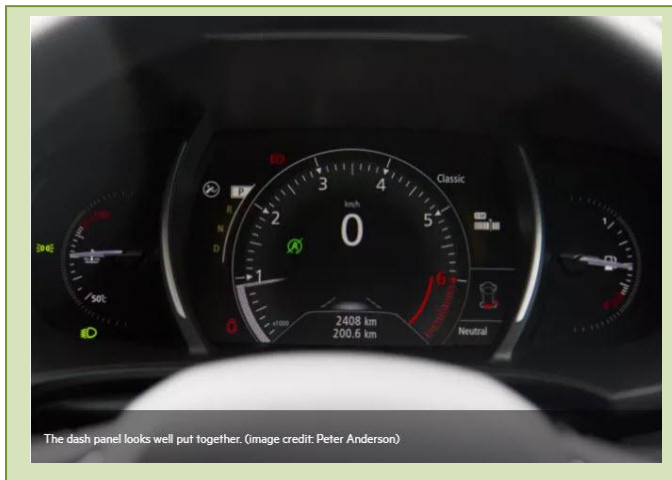
The Megane demands the good stuff, running minimum 95 RON unleaded.

What's it like to drive?

Renaults feel a particular way in non-RS versions. They feel strong and stiff, but they also feel light. The steering makes up most of this feeling, with a well-judged weighting connected to wheels with better-than-average rubber fitted. These really are small things, but the car feels perhaps more agile than it really is, but also very quiet in the cruise.

You do get a bit of thunk-thunk across bumps bigger than expansion joints and that serves to highlight

just how quiet the car is overall. The 1.2-litre is a distant whirr even when worked hard and for the most part is very smooth.



Perhaps the only thing that bothered me was the sometimes lazy take-up by the [dual-clutch transmission](#). It has a bit of a think when you're moving away from rest, but once it's in the groove shifts quickly and smoothly. And yes, it's slow, but once you're moving, that pretty decent wedge of torque keeping things flowing along nicely.

What safety equipment is fitted? What safety rating?

The Megane's safety package starts with six airbags, ABS, stability and traction controls, brake assist, brake force distribution, all for a maximum five star EuroNCAP (and so, eventually, a likely [five star ANCAP](#)) safety rating.

The kids are looked after with [two ISOFIX points](#) and three top-tethers.

The Intens steps it up [with AEB](#) and forward collision warning, blind spot monitoring, lane departure warning and active cruise. A display on the dash constantly monitors your distance in seconds from the car in front, too.

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

Warranty - Basic warranty - 5 years / unlimited km warranty.




As with other Renaults, the Megane is covered by the company's comprehensive five year/unlimited km warranty, with five years of roadside assist.

Servicing can occur as infrequently as 12 months/30,000km, and like some German cars, is condition-based, so a light will come on telling you to head to the dealer. The first three scheduled services will cost no more than \$299 each.

EXPERT RATING

7.3/10



Price and features	7	Design	8
<div><div style="width: 70%;"></div></div>		<div><div style="width: 80%;"></div></div>	
Practicality	7	Engine & trans	7
<div><div style="width: 70%;"></div></div>		<div><div style="width: 70%;"></div></div>	
Fuel consumption	6	Driving	7
<div><div style="width: 60%;"></div></div>		<div><div style="width: 70%;"></div></div>	
Safety	8	Ownership	8
<div><div style="width: 80%;"></div></div>		<div><div style="width: 80%;"></div></div>	

2017 Sedan

INTENS

MSRP	\$31,990
ANCAP Rating	TBA
Fuel Efficiency L/100km	6.1
Fuel Type	PULP
Power/Torque	97kW/205Nm
Seating	5 Seats
Body Type	Sedan

Verdict

The Megane is a fine car and this sedan is a very worthy competitor, not just to fellow Europeans like the Jetta, but stands up well against cars like Mazda's 3 and Hyundai's Elantra, while comfortably bettering the Corolla sedan in pretty much every department.

The Megane sedan is a substantial machine, which is just as well, because it's not particularly cheap. But it's got a good equipment level, individual (and by that I mean distinctive and pretty, not distinctive and ugly) but is no longer a choice for the contrarian. It drives as well, or better, than many of its more mainstream competition while delivering a quiet, super-comfortable ride.




This Megane is a much bolder statement than before. (image credit: Peter Anderson)

CLIO vs PUG 208 – Provided by Lisa Molvig – Wheels March 2015

Headtohead

A FAST 'N' FURIOUS FACE-OFF


FRENCH STYLE



RENAULT CLIO EXPRESSION TCE 90

WORDS **JAMES WHITBOURN**

GALLIC CHARM



PEUGEOT 208 ACTIVE

	V	
<p>THE fact Renault doesn't offer a dual-clutch entry-level Clio means that, for the auto-buying majority, the range starts with the \$20,290 turbo four Expression, as Megatested on page 90. But the turbo triple Expression is DIY-five-speed-only, which is fine for us enthusiasts, and at \$18,290 lines up with the base 208 on price. 18/20</p>	<p>PRICE & EQUIPMENT</p> <p>20 POINTS</p>	<p>CONSIDER this month's H2H a supplement to our nine-car light-hatch Megatest; a 'what if' scenario. Do the Clio (3rd) and 208 (4th) trade places in a more price-competitive spec? Are the base variants better placed to topple the VW Polo or Mazda 2? Here, the Pug is \$200 cheaper than the Renault, but misses out on alloys. 17/20</p>
<p>CABIN design is appealingly different to most in this cut-price class, though some of the detailing is a bit chintzy. An audio upgrade, hill-start assist and leather wheel and gearknob are appreciated from the driver's seat, marking the Expression as more desirable than the Authentique (and, in equipment terms, the Peugeot). 17/20</p>	<p>INTERIOR & VERSATILITY</p> <p>20 POINTS</p>	<p>LIKE its rival, the 208's interior is progressive, but the unique head-up instrument cluster design makes the ergonomics feel weird. Pug gets power rear windows and heated mirrors, matches the Renault's 7in touchscreen. A-pillars create a blind-spot. Cargo capacity almost identical; 311L, or 1152L with the rear seats folded. 16/20</p>
<p>CLIO'S 898cc three-pot is down 22kW against the 1.2 turbo four found \$2K upstream and still requires 95 RON. Much slower than the four (claimed 12.2sec 0-100km/h versus 9.4) and a bit more economical (4.5L/100km versus 5.2), but the engine's enthusiastic character goes a long way, as will the Clio, even with a 45L tank. 16/20</p>	<p>PERFORMANCE & ECONOMY</p> <p>20 POINTS</p>	<p>THE 208 is remarkably light at just 948kg in base spec, 71kg less than the Clio. The Pug's 1.2-litre triple-cylinder engine is bigger than its rival's, but comes without a turbocharger. At 60kW and 118Nm, it's only 6kW and 17Nm short, but it's slower (13.9sec) and thirstier (4.7L/100km). Fuel tank is five litres bigger. 15/20</p>
<p>THE Clio, like the 208, delivers a well-judged blend of comfort and handling rare in this class. The Renault (on lower-profile 16in tyres) doesn't soak bumps as effectively as the Pug, but is certainly a bit quieter inside. Importantly, both hatches feel lighter on their tyres with a three rather than a four under the snout. 17/20</p>	<p>RIDE & REFINEMENT</p> <p>20 POINTS</p>	<p>OLD-school French ride quality is back with the 208. The little hatch, despite the humble, class-staple torsion-beam rear end, marks a turning point – back in the direction of the loping gait pioneered by the Gallic greats. Modest 185/65R15 tyres help, but there's something inherently right about the Peugeot's suspension tune. 17/20</p>
<p>IT'S pleasing that the chassis balance and sense of fun present in the Renaultsport Clio – and the mid-spec models – is also found in the entry-level variants. In fact, the three-cylinder base cars are even sweeter due to the lighter engine. Crisp, light steering and an eager, responsive chassis deliver A-grade fun on B-roads. 18/20</p>	<p>STEERING & HANDLING</p> <p>20 POINTS</p>	<p>THE 208 is good fun, too, but the quick-ratio steering isn't as consistent as the Clio's in terms of its weighting and feel, and the chassis isn't quite as incisive. However, inherent balance helps the Peugeot please on flowing country roads, where it's at its best – and better than most cars in the class for touring duty. 17/20</p>
<p>86/100</p>	<p>POINTS SCORE</p>	<p>82/100</p>

WITH respect to their Megatest finishing order, do the base 208 and Clio turn the tables on their up-spec counterparts? The Peugeot is no less impressive as an entry-level atmo triple than as an up-spec four, perhaps more so. Meanwhile, the Clio is undoubtedly more impressive as a turbo three than a turbo four, despite ceding some performance. The rank is unchanged, then, and the gap widens

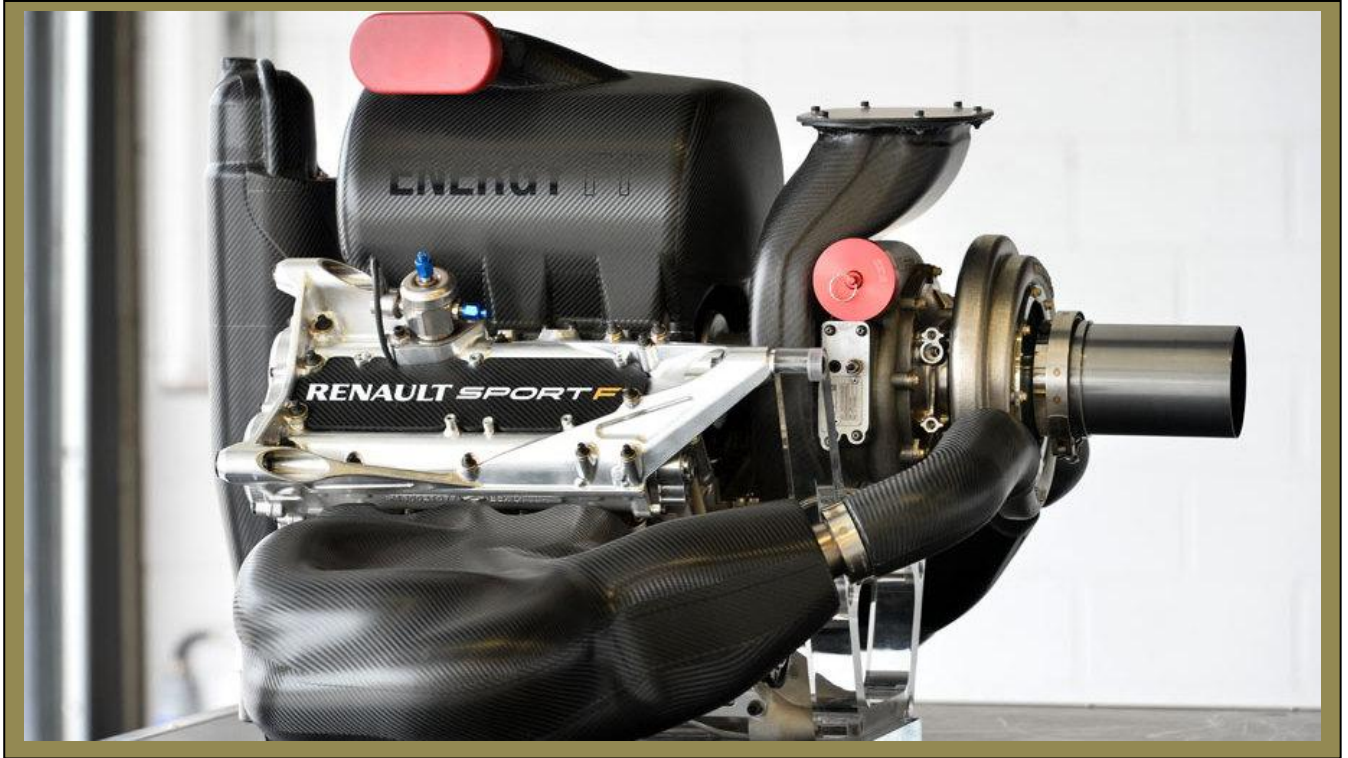
VERDICT

slightly. In terms of the French resistance against Germany and Japan, ground is gained because the lower-spec Peugeot and Renault fight on (more) level price terms with the Volkswagen Polo and Mazda 2, which we regard as the best available in the light-car class. The freshly established Megatest status quo stays, but this pair – especially the Clio – is not to be overlooked.

Formula 1 Update



Renault commits to Spa & Monza Engine Updates



Renault will bring software and hardware Formula 1 engine updates to the upcoming Belgian and Italian Grands Prix, says engine chief Remi Taffin.

The French manufacturer was hit by reliability headaches in the early part of the season and remains third in the engine pecking order, behind [Mercedes](#) and [Ferrari](#).

Although it is not planning any major updates until next year, Taffin has confirmed it will bring improvements to the next two races, where power will be key, with more planned later in the year.

"Spa and Monza will see new software and hardware updates," he said.

"We are looking at Monza as a benchmark as it could provide a clear picture of the ranking of the engines.

"Being in the top 10 will be a good result as these next two circuits are power-hungry.

"After Monza, we have more races and more things in the pipeline, the next two months will be important for the 2017 season outcome."

Taffin said Renault is focusing on ensuring reliability is good for the remainder of the season so the works team can achieve its target of being the fourth quickest car by the end of the year.

"We know we're not the fastest on the grid, but as a team we are showing we are the force after the top three," he said.

"Qualifying pace has looked good with Great Britain and Hungary exemplifying our ability to be the fourth best team.

"It's just a case of building on that and bettering the race pace.

"That comes from levelling up everything, we need to show off reliability and mileage and that is something we are giving close attention.

"We are on a good trend and we will keep adding performance in terms of both aerodynamics and engine so hopefully this can be seen in the upcoming races."

Though Spa is a circuit which demands high power output, Taffin is still confident Renault, which is currently eighth in the constructors' championship, can continue its upward trajectory.

"We have the potential for a good result," he said.

"Over the last few races our cars have been performing well and I can't see any reason why Spa can't continue that trend.

"Spa will be strenuous on the power unit given around 67% of the lap is spent at full throttle.

"But we have drivers driving well, a chassis that is performing well and an engine which is on track; it's all pointing in the right direction."

ARTICLE: www.eurosport.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 Belgian GRAND PRIX – 27 AUG 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PT
1	44	Lewis Hamilton	MERCEDES	44	1:24:42.820	25
2	5	Sebastian Vettel	FERRARI	44	+2.358s	18
3	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	44	+10.791s	15
4	7	Kimi Räikkönen	FERRARI	44	+14.471s	12
5	77	Valtteri Bottas	MERCEDES	44	+16.456s	10
6	27	Nico Hulkenberg	RENAULT	44	+28.087s	8
7	8	Romain Grosjean	HAAS FERRARI	44	+31.553s	6
8	19	Felipe Massa	WILLIAMS MERCEDES	44	+36.649s	4
9	31	Esteban Ocon	FORCE INDIA MERCEDES	44	+38.154s	2
10	55	Carlos Sainz	TORO ROSSO	44	+39.447s	1
11	18	Lance Stroll	WILLIAMS MERCEDES	44	+48.999s	0
12	26	Daniil Kvyat	TORO ROSSO	44	+49.940s	0
13	30	Jolyon Palmer	RENAULT	44	+53.239s	0
14	2	Stoffel Vandoorne	MCLAREN HONDA	44	+57.078s	0
15	20	Kevin Magnussen	HAAS FERRARI	44	+67.262s	0
16	9	Marcus Ericsson	SAUBER FERRARI	44	+69.711s	0
17	11	Sergio Perez	FORCE INDIA MERCEDES	42	DNF	0
NC	14	Fernando Alonso	MCLAREN HONDA	25	DNF	0
NC	33	Max Verstappen	RED BULL RACING TAG HEUER	7	DNF	0
NC	94	Pascal Wehrlein	SAUBER FERRARI	2	DNF	0

FORMULA 1 Italian GRAND PRIX 3 SEPT 2017

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	53	1:15:32.312	25
2	77	Valtteri Bottas	MERCEDES	53	+4.471s	18
3	5	Sebastian Vettel	FERRARI	53	+36.317s	15
4	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	53	+40.335s	12
5	7	Kimi Räikkönen	FERRARI	53	+60.082s	10
6	31	Esteban Ocon	FORCE INDIA MERCEDES	53	+71.528s	8
7	18	Lance Stroll	WILLIAMS MERCEDES	53	+74.156s	6
8	19	Felipe Massa	WILLIAMS MERCEDES	53	+74.834s	4
9	11	Sergio Perez	FORCE INDIA MERCEDES	53	+75.276s	2
10	33	Max Verstappen	RED BULL RACING TAG HEUER	52	+1 lap	1
11	20	Kevin Magnussen	HAAS FERRARI	52	+1 lap	0
12	26	Daniil Kvyat	TORO ROSSO	52	+1 lap	0
13	27	Nico Hulkenberg	RENAULT	52	+1 lap	0
14	55	Carlos Sainz	TORO ROSSO	52	+1 lap	0
15	8	Romain Grosjean	HAAS FERRARI	52	+1 lap	0
16	94	Pascal Wehrlein	SAUBER FERRARI	51	+2 laps	0
17	14	Fernando Alonso	MCLAREN HONDA	50	DNF	0
18	9	Marcus Ericsson	SAUBER FERRARI	49	DNF	0
NC	2	Stoffel Vandoorne	MCLAREN HONDA	33	DNF	0
NC	30	Jolyon Palmer	RENAULT	29	DNF	0

2017 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	238
2	Sebastian Vettel	GER	FERRARI	235
3	Valtteri Bottas	FIN	MERCEDES	197
4	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	144
5	Kimi Räikkönen	FIN	FERRARI	138
6	Max Verstappen	NED	RED BULL RACING TAG HEUER	68
7	Sergio Perez	MEX	FORCE INDIA MERCEDES	58
8	Esteban Ocon	FRA	FORCE INDIA MERCEDES	55
9	Carlos Sainz	ESP	TORO ROSSO	36
10	Nico Hulkenberg	GER	RENAULT	34
11	Felipe Massa	BRA	WILLIAMS MERCEDES	31
12	Lance Stroll	CAN	WILLIAMS MERCEDES	24
13	Romain Grosjean	FRA	HAAS FERRARI	24
14	Kevin Magnussen	DEN	HAAS FERRARI	11
15	Fernando Alonso	ESP	MCLAREN HONDA	10
16	Pascal Wehrlein	GER	SAUBER FERRARI	5
17	Daniil Kvyat	RUS	TORO ROSSO	4
18	Stoffel Vandoorne	BEL	MCLAREN HONDA	1
19	Jolyon Palmer	GBR	RENAULT	0
20	Marcus Ericsson	SWE	SAUBER FERRARI	0
21	Antonio Giovinazzi	ITA	SAUBER FERRARI	0

2017 CONSTRUCTOR STANDINGS

POS	TEAM	PTS
1	MERCEDES	435
2	FERRARI	373
3	RED BULL RACING TAG HEUER	212
4	FORCE INDIA MERCEDES	113
5	WILLIAMS MERCEDES	55
6	TORO ROSSO	40
7	HAAS FERRARI	35
8	RENAULT	34
9	MCLAREN HONDA	11
10	SAUBER FERRARI	5

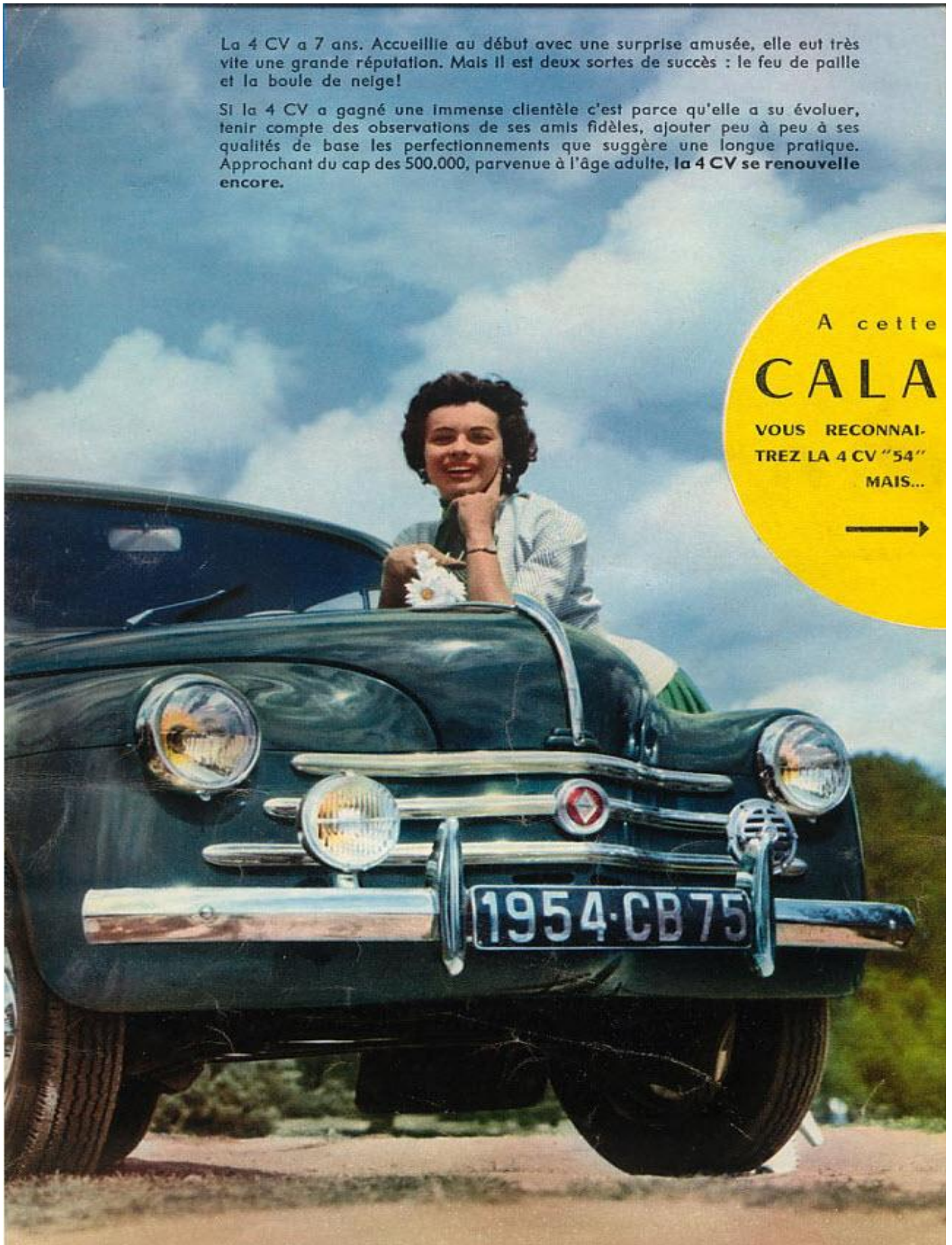
La 4 CV a 7 ans. Accueillie au début avec une surprise amusée, elle eut très vite une grande réputation. Mais il est deux sortes de succès : le feu de paille et la boule de neige !

Si la 4 CV a gagné une immense clientèle c'est parce qu'elle a su évoluer, tenir compte des observations de ses amis fidèles, ajouter peu à peu à ses qualités de base les perfectionnements que suggère une longue pratique. Approchant du cap des 500.000, parvenue à l'âge adulte, la 4 CV se renouvelle encore.

A cette

CALA

VOUS RECONNAÎ-
TREZ LA 4 CV "54"
MAIS...



Il paraissait difficile, à première vue, de trouver plus de place à l'intérieur de la même caisse. C'était possible puisqu'on l'a fait et qu'on peut désormais allonger complètement les jambes aux places arrière. La malle n'était pas très grande : mesurez aujourd'hui le volume dégagé par la nouvelle disposition de la roue de secours. Le chauffage était critiqué : désormais il fera bon en hiver dans la 4 CV à l'avant comme à l'arrière.

Amusez-vous à "éplucher" tous les détails de la 4 CV "1954" : vous verrez qu'on a vraiment travaillé le confort de cette voiture, par ailleurs si étonnante.

nouvelle

NDRE

TOUTES LES AMÉ-
LIORATIONS SONT
A L'INTÉRIEUR.





Les sièges avant paraissent plus minces. Ils sont cependant plus confortables. Le profil galbé du dossier entoure et soutient mieux les reins : c'est important pour accomplir de longues étapes sans fatigue.



Le dossier de la banquette arrière a été reculé : les passagers sont assis plus profondément, ils ont plus de place devant les genoux et peuvent étendre les jambes en glissant les pieds sous les sièges avant dont l'armature est plus haute.



On a gagné de l'espace à la hauteur des genoux.

En matière de confort ce sont les derniers centimètres qui ont le plus d'importance pour ne pas se sentir "coincé", pour croiser les jambes, changer de position, voyager à l'aise...

Dans la malle, la roue de secours a pris la place des accumulateurs, dégageant dans la partie haute un volume important. L'ancien support articulé empêchait de caser des valises épaisses. Désormais, tout est plus facile.





L'augmentation de l'espace entre les sièges s'apprécie au premier coup d'œil. Le nouveau profil de la banquette arrière est plus étudié.

La 4 CV "54" est réellement plus confortable.

La suspension est plus douce (nouveau réglage des amortisseurs). Les glaces défecteurs sont étanches par les plus fortes pluies d'orages.

LES CARACTÉRISTIQUES QUI N'ONT PAS CHANGÉ

CARROSSERIE

Caisse poutre en tôle d'acier renforcée par des traverses.

4 places - 4 portes.

Longueur hors-tout..... 3,63 m.

Largeur hors-tout..... 1,43 m.

Hauteur totale à vide..... 1,47 m.

Voies AV. et AR..... 1,21 m.

Empattement..... 2,10 m.

MOTEUR

Puissance fiscale..... 4 CV

4 cylindres..... 54,5×80 mm.

Cylindrée..... 747 cm³

Distribution à culbuteurs. Refroidissement par eau.

Chemises amovibles. Boîte à 3 vitesses et marche arrière.

Batterie : 6 volts - 60/75 ampères/heure.

Régime.....	Sport 4.100 t/mn.
Puissance effective.....	21 ch.
Taux de compression.....	7,25
Vitesse.....	100 km/h.

CONSOMMATION

6 litres aux 100 km. (sur parcours moyennement accidenté et à 60 km/h. de moyenne).

SUSPENSION

4 ressorts hélicoïdaux et 4 amortisseurs télescopiques sur les 4 roues indépendantes.

FREINS hydrauliques Lockheed réglables sur les 4 roues.

PNEUS : 5,0×15 ou 135×400 **POIDS** : A vide 560 kg.

HALEUR

Le nouveau système de chauffage est très efficace. La prise d'air chaud à la sortie du radiateur a été améliorée. Un premier tuyau de grosse section débouche désormais sous le siège arrière après un bref parcours où l'air n'a pas le temps de se refroidir. Tous les passagers en profitent. Les dames notamment auront plus chaud aux pieds.

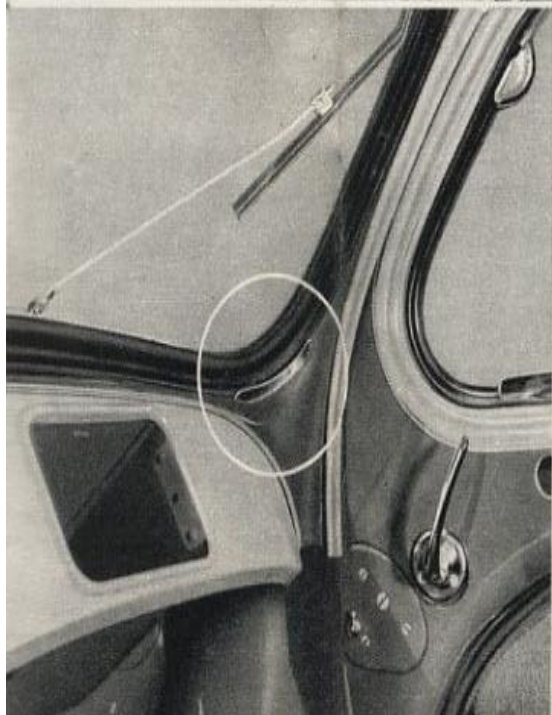


Le volet fermant l'orifice principal de chauffage est facilement manœuvré par le conducteur.



Le tableau de bord de la 4 CV "54" comporte désormais un thermomètre permettant de contrôler la température de l'eau du radiateur. Cette sécurité a permis d'installer une tirette de commande à distance du rideau de radiateur. Sans quitter son siège, le conducteur peut ainsi fermer plus ou moins son rideau et régler la température de l'eau, donc la température à l'intérieur de la voiture, sans dépasser le point critique de l'ébullition.

De part et d'autre du pare-brise, dans les angles inférieurs de celui-ci, sont ouverts 2 orifices dits de "désuage". Ils communiquent avec 2 autres canalisations d'air chaud et participent à l'ambiance agréable de la 4 CV "54" en hiver, empêchant notamment la formation de buée sur le pare-brise lorsque toutes les fenêtres sont fermées.



Plus de place

Plus de chaleur

RENAULT
BILLANCOURT - FRANCE

VT 576-5308
FR. EX.

POUR TOUS RENSEIGNEMENTS
s'adresser à

La Régie Nationale des Usines Renault se réserve le droit de supprimer ou de modifier sans préavis ses modèles ainsi que les caractéristiques, équipements et accessoires de ceux-ci.

Plus d'espace
Plus de chaleur
Plus de confort

Les 4 chevaux sont "confortables"

d'après
ALCOVER

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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

ROCC SPECIAL TOOL LOCKER

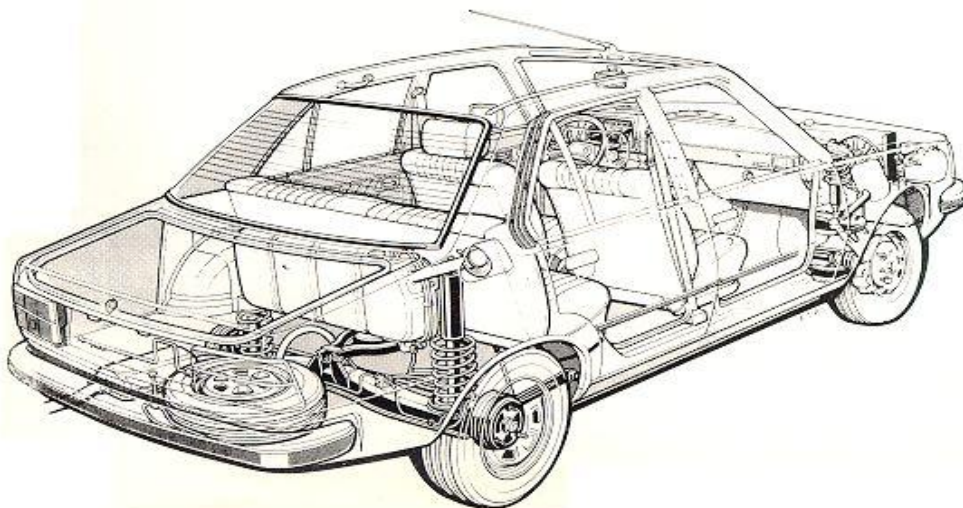
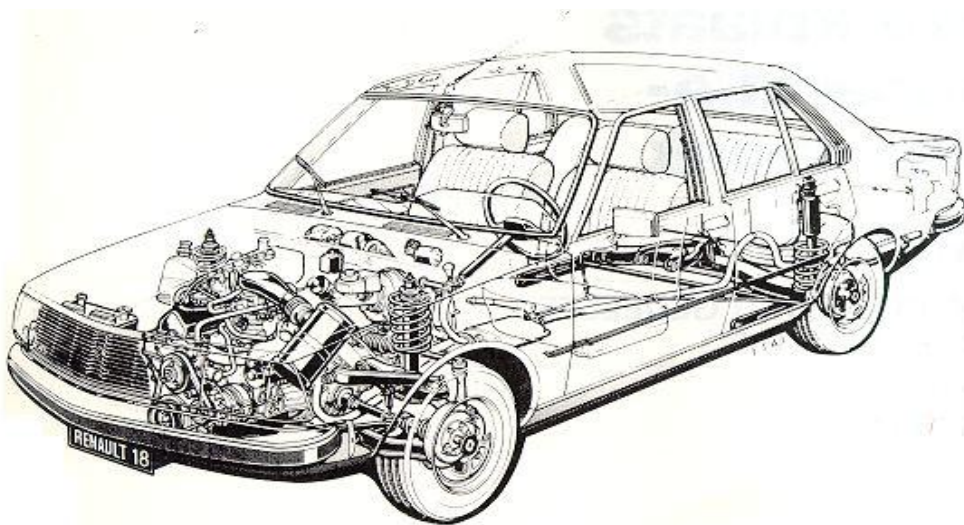
(Available to Financial Members only.)

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.

WANTED: 4 13 inch x 6.5 or 7 inch 3 stud rims for the R17TS
Phone Luke on 0415164550 or email:
karenluke@grapevine.com.au

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 Darcia t/top projects.

Photos can be provided.

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

Regards Mark Christie

Ph: 0414382391

Email: mjc407@gmail.com

Your Classified Advert Here. Email the Editor!!

MEMBERSHIP APPLICATION FORM

What is the Renault Owners Club?

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

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

What does membership offer?

A monthly newsletter is emailed to members and access is available to free advertising on our website www.renaultcanberra.asn.au. 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

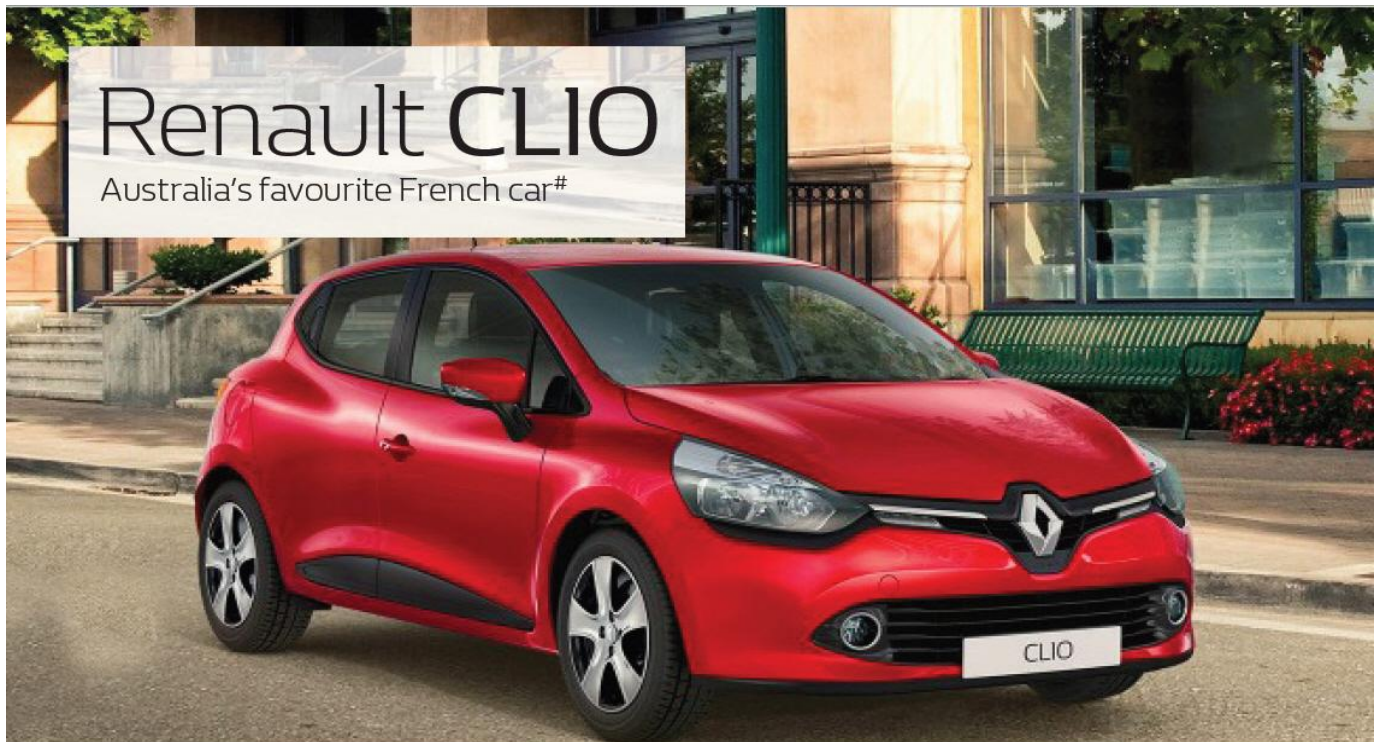
NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

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



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

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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)

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

Belangrijk nieuws over de

RENAULT



Vanaf 1 Maart is de „RENAULT 4“, in standaarduitvoering, leverbaar voor de ondernemersprijs van f 4380.-

Ondanks deze fantastisch lage prijs, is de technische uitvoering volkomen gelijk aan het, aan iedereen bekende, luxe model (o.a. acceleratievermogen, dubbelwerkende telescopische schokbrekers, hydraulische remmen etc.)

Leverbaar binnen enkele weken na bestelling via één der officiële Renault-agenten door het gehele land.

f. 4380.-

Profiteer van dit enorme voordeel!

- Benzineverbruik 1 : 17
- Laagste wegenbelasting-klasse (f 78.- per jaar)
- 4-Cylinder kopklepmotor
- Snelheid 100 km. per uur
- Met f 130.- extra, ook leverbaar met stuurversnelling.

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Voor Rotterdam-Zuid: GARAGE WEYERS
Bree 95 — Rotterdam — Tel. 71111 (K 1800)

Voor Schiedam en omstreken: AUTOMOBIELBEDRIJF UNIQUE
Burg. Knappertlaan 2 — Schiedam — Tel. 67100 (K 1800)