



ROCC NEWS

September 2018

Issue Number 359

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



New Renault Arkana Crossover Coupe' – Possibility for Australia

In This Issue

French Smoothie – Modern Classic Renault 25
Barry's Mega List of Car Parts For Sale
Renault Arkana
History of Small Renaults

Next Meeting: Thursday 20 September 2018 at 8pm

Committee Meeting 7.30pm

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



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6280 5325

**129 GLADSTONE STREET,
FYSHWICK
(Behind Renovation Discounts)**

The Editor's Bit

Greetings fellow froggy drivers.

Sooo I get my Megane back from Sydney after an apparent auto shift computer change, and it still behaves the same way – not changing down in to first at low speeds. The car has been back with Nat Cap Renault for further investigation. The saga continues.

We have slowly been getting Lachlan's Fuego back into ship shape order. Next will be a nice free flowing exhaust with nice meaty sound. Just like the R17TS had. We will hopefully be able to procure some spares from Barry's collection as well, which I am sure will come in handy in the future.

I was very excited to hear that Daniel Ricciardo will be joining Renault for 2 years initially. I really hope he and Renault can bring the team back to the top of the pack. Renault F1 have said they hope to be winning races by 2019/20. Very exciting.

I have noticed that Facebook always has posts on various Renault types. I am a member of several groups, including Classic Renaults and various R25 and R15/17 groups. There is always an abundance of very nice pictures and restoration stories from all over the world. Sadly, the paper media that we were all so used to has now become a second class citizen. I must admit for me, there is nothing like a glossy magazine or book filled with information and pictures. At least I know that if we ever have all of our electronics wiped out by an electromagnetic pulse, I will also have my paper publications to look at.

Unfortunately we have a concert on Thursday 20th Sept so will be unable to make the meeting. Hopefully we will be there for the October meet.



RENAULT



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

ROCC NEWS

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

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PRESIDENT'S PAGE

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.

We have received an email from Brad Pillans, President of the Peugeot Association of Canberra (PAC), responding to the options paper on the future of our club. He advised that he had been authorised to meet with ROCC with a view to fleshing out the best way forward. He indicated that the PAC is broadly in favour of a merger to create a "French Car Club" which would include not just Renault and Pug owners but also Citroen and other French marques. He recognised that the ROCC must look at all options as outlined in the paper and was not trying to push ROCC into any particular option.

Lisa and I met with Brad over coffee late last month for exploratory discussions. We welcomed his response and mentioned that we would need to have discussions with Citroen owners and also ask all of our members to vote on what they consider to be the preferred options. He emphasised that, should any merger take place, Pug owners would want to reserve the right to continue to participate in the annual Peugeot Pageant which would be for Pug owners only. Lisa and I had no objection to that and we all agreed the next step would be to have discussions with Citroen owners to obtain their views.

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 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

*Drive Safely, Barry McAdie -
President ROCC*

fuego



**RENAULT OWNERS CLUB of CANBERRA
MINUTES OF COMMITTEE AND GENERAL MEETING
SHANNONS, Fyshwick, 16/08/2018**

GENERAL MEETING then COMMITTEE then followed by the AGM

ATTENDANCE: Barry McAdie, Leigh McEwan, Paul Jones, Fred Cook, Karl Rumba

APOLOGIES: Andrew Sadow, Lachlan & Luke Drady, Lisa Molvig

MINUTES/NOTES OF PREVIOUS MEETING: Accepted

CORRESPONDENCE IN:

- Statements: 2x Military Bank (Defence Credit), 1x ANZ
- Newsletters: RCCA Hub
- CAMS affiliation information, costs range from \$285 to \$995
- Gallaghers PLI club insurance renewal, due 1 October 18
- Mille Miles [Fr] magazine issue #127 for Barry
- Brad Pillans' email re club merge options discussion

CORRESPONDENCE OUT:

- Newsletter (pdf), social event reminders
- Reply to Brad Pillans regarding a meeting with ROCC about future French Car Club options

TREASURER:

- Current Balance: \$9,540
- Current Term Deposits: \$7,116.59
- Cash on hand: \$40.00
- Beyond Bank \$1896.40
- ANZ bank \$500
- PLI payment outgoing \$320
- Membership is currently 20 members (4 hon. and 16 financial members)

SOCIAL:

- Club Run to Sutton Bakery on 26 August, meeting there at 1430

NEWSLETTER:

- Another packed issue produced by Luke, to a very high standard.
- Next contributions due in by 5 September.

TECHNICAL:

- Barry's Alpine A110 and Fuego repairs

WEBSITE:

- On hold UFN. Looking for cost effective Web-Hosting and the long-term future of the club before committing.
- ROCC Facebook page updated with photos from the recent ARETF-18 French trip attended by Leigh and Barry.

GENERAL BUSINESS:

- Discussion on the email from Peugeot club president, Brad Pillans. Barry and Lisa are to meet with Brad next week.
- Mille Miles [French] auto magazine issue #127 has an article and photos about the Victorian Alps Alpines run, Alpines in Alpine Country. It includes a photo of Barry's A110.

Meeting closed at 9:00pm

Next meeting: 20/09/2018

Andrew Sadow Secretary, ROCC



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

August 26: Afternoon tea at Sutton Bakery was a popular event with 12 adults and two children attending.



Picture above and below taken at Sutton Bakery on Sunday August 26 2018



Local and Interstate Events 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

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

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

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



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

Dec 2: Christmas BBQ

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 Arkana 2019: 'Secret' SUV Being Considered for Oz



Renault's new global SUV has been given a name, but it's still a secret.

Well, kind of. The new C-segment crossover - which will be revealed in full at the Moscow Motor Show on August 29 - is called the Arkana. The name, Renault tells us, is taken from the Latin word *arcanum*, which translates roughly to "secret".

According to Renault, the name is intended to invoke a sense of mystery, attractiveness and pioneering spirit. Whether it does or not, we'll leave up to you.

We know little else about the Arkana for now, which has been developed as a "global" product, but with Renault in Australia confirming its interest in the new car, we'll be keeping a close eye on the goings-on at Moscow.

Renault executives here have made SUVs a key plank in their growth strategy - including a push to introduce the international-only Kadjar that would sit between the city-sized Captur and larger Koleas - and so the Arkana is high on their wish list.

"Australia has a strong SUV market and we believe there is opportunity to increase Renault's SUV presence in the future. We are reviewing this new crossover and we are currently discussing it with the factory," says Renault Australia managing director, Andrew Moore.

ARTICLE: www.drive.com.au



Retro Corner

R25 – Classic Car Monthly Nov 2017

RENAULT 25 **EMERGING CLASSIC**

FRENCH SMOOTHIE

The Reggie 25's aerodynamic body shape combined with the option of a lusty turbocharged V6 on top-flight models gave this executive sized five-door saloon a glamour boost over the company's earlier offerings.

WORDS IAIN WAKEFIELD

Renault designed the 25 from the outset with aerodynamic efficiency in mind and with a drag coefficient of just 0.28Cd, the TS-badged variant of this slippery front-wheel drive hatchback briefly held the title of being 'the world's most aerodynamically designed mass produced car'.

Introduced towards the end of 1983, the Renault 25 replaced the plain Jane looking 20 and 30 range and became the most expensive and prestigious model in the company's line up when it finally went on sale in March 1984.

The Renault 25 was an advanced car for the time and the design for this sleek five-door car is credited to Gaston Juchet and Robert Opron, the latter being the noted automotive stylist responsible for producing the distinctive look of the Renault Fuego and Citroën SM. A clue to the link was the style of the 25's wrap round rear window, which looked very much like the Fuego's bubble-like arrangement and gave the new Renault an up-to-the-minute notch-back style. This was an important look for the

European market, as many Continental buyers didn't favour hatchbacks and preferred to drive a five-door car that looked like a traditional saloon but still had the convenience of a large rear load area.

Power for the Renault 25 range came from a range of four-cylinder engines, which included a 2.0- and 2.2-litre petrol injection or a 2.1-litre diesel. Customers wanting more power could choose from either a transversally mounted 2849cc or a 2458cc turbo-

powered V6. Period road tests claimed the performance of a V6-powered 25 with forced induction was well above the class average and was knocking on the door of hallowed Mercedes-Benz E Class and BMW 5-Series territory.

Praise was also heaped on the smoothness of the 25's newly designed five-speed manual gearbox, although some road testers complained that it was all too easy to go from third to fourth instead of selecting top gear due to a

weak detent spring. Reliability was a bit different when it came to the auto versions, as the three-speed MJ3 or 4141 automatic gearboxes (later cars were fitted with the new four speed AR4 box) used on these cars were let down by the poor location of the transmission fluid cooler. This sat in front of the right-hand front wheel and the cooler was notorious for leaking. With no dashboard warning light to alert the driver to the problem, the gearbox would start to slip and eventually seize up when the ATF level ran low.

French-built cars have always been complimented for their comfortable ride qualities and the Renault 25's independent suspension setup took this to a new level. Although the 25 was rated for its fine roadholding manners, spirited driving in a turbo-powered V6 version can produce a high level of torque steer, combined with a slight amount of understeer when pressing on. The lower powered 2.0-litre models still suffer from torque steer when driven hard off the mark, but nowhere near as bad as their



A V6-powered Renault 25 can be a bit of a handful in the wet. Unfortunately the six cylinder unit isn't as long lived as the four.

EMERGING CLASSIC RENAULT 25



The good looking 25 took Renault into a new market dominated by Mercedes-Benz and BMW.

more powerful siblings. When it came to the 25's futuristic interior, Renault pulled out all the stops and trusted the cabin design to Marcello Gandini of Lamborghini fame.

Equipment levels were cutting edge for the day and included steering wheel operated volume and station selection controls for the sound system and a one touch raising and lowering feature for the driver's electrically operated window. Voice alerts warned the driver of any open doors, low fuel, oil or coolant as well as a blown bulb. Entry to the car was by a 'blipper' that could be attached to the owner's key ring, a novel feature for time.

In June 1988 the whole Renault 25 range received a face-lift that included remodelling the front end and fitting redesigned taillights. The suspension settings were revised and in an attempt to further smooth the shape of the car, nearly all the external panels were revised and inside the cabin a new range of material was used. Mechanical changes included dropping the fuel injected 2.2-litre engine and replacing it with a 140bhp 12-valve 2.0-litre unit.

Then end for the Renault 25 came in early 1992 when the Safrane took over. With the 25, Renault had successfully entered the European luxury market and raised the standard of French cars with the introduction of the fully loaded Baccara featuring electronically controlled hydraulic suspension and the now very rare extended wheelbase Limousine. The

French President used a specially modified 25 Limousine featuring specially mounted fuel injectors fitted into the car's sills that could be fired from inside the cabin and spray burning fuel over a would-be attacker. For obvious reasons, this highly dangerous deterrent was removed without ever being fired in anger!

While a decent Renault 25 would make a very usable modern classic, finding a decent road worthy one with the steering wheel on the right-hand side of the cabin would definitely be a case best left to Inspector Clouseau to track down. According to the DVLA's 'How Many Left' website, there's under 50 Renault 25s left on the road today, with a few more on SORN, including a lone Baccara. Anyone serious about hunting for a decent Renault

25 should really start looking on the other side of the channel for a left-hooker.

A good example should be quite cheap too, as the 25 is still hovering in old car territory, but this big Renault does have a dedicated fan base and owners are very reluctant to sell. The engines on these cars can literally go on for years and some four cylinder manual cars have clocked up over 300,000 miles. Unfortunately the V6 isn't so long lived and early turbos can be troublesome. The V6 is also a thirsty unit, but this shouldn't matter too much if the car's only going to be used occasionally.

Very few automatics survive, as the problematic gearbox on these cars probably resulted for the model's high attrition rate. However, if you do manage to track down a half decent Renault

25 check for a nasty smell inside the cabin, as the heater matrix can leak and leave the interior smelling like a fish market. It's a massive job to fit a new heater radiator, as most of the dashboard has to be removed.

As well as the obvious corrosion issues, there's a couple of important items to check when viewing a Renault 25. One of them is to carefully inspect the condition of the ABS pump (this a £600+ part) and the other is the power steering pump, as this can go for a Burton and is a common problem with Renaults of this vintage. If you do manage to find a 25 for sale, don't be surprised to find that some of the dashboard gizmos have failed and remember that part of the joy of buying a old executive car like this is finding out what still works and what's given up the ghost, but can be repaired with a bit of patience. **CM**



Don't expect all the electronics, such as the talking dash to still work.

TECH SPEC RENAULT 25 TURBO

ENGINE:	2458cc V6
POWER:	180bhp at 5500rpm
TORQUE:	206lb ft at 3000rpm
TOP SPEED:	140mph
0-62MPH:	7.7secs
GEARS:	Five-speed manual (auto option)
WEIGHT:	1326kg
LENGTH:	462cm
WIDTH:	177cm

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 3 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.

After my first stop at Billancourt where I stayed at the Hotel de France and visited the Alpine dealership, it was time to head into Paris proper to catch up on tourist spots I had missed on an earlier visit and to meet up with our other Renault colleagues to catch a bus to Vouziers on 14 June. In Paris, I stayed at the Hotel Prince Albert Lyon Bercy near our rendezvous point at Gare de Lyon and ventured off to visit Napoleon’s Tomb, the Eiffel Tower, do a river cruise and go to the Louvre. This time, I made sure I had booked tickets on the internet to avoid the queues. While dining nearby, I couldn’t believe my eyes when I saw a white Fuego pass by.

Napoleon’s Tomb is well worth a visit and you could easily spend many hours there taking in the exhibits on display in the military museum. Included in the exhibits was one of the famous taxis on the Marne (see photo). They became famous in September 1914 when the French army was retreating before the German invasion and threatening Paris. All up, 670 Renault taxis were used to transport about 6,000 French soldiers (4-5 per vehicle) to the front to stem the German advance at Nanteuil-le-

Haudoin and Silly-le-Long. They assembled for the journey on the esplanade right outside the museum.

On 14 June, I met up with our fellow Renault enthusiasts at Gare de Lyon to travel by taxi bus to stay at the Hotel de l'Argonne in Vouziers, north of Paris. The next day, we all piled into an immaculate coach supplied by Jacqueson to begin our two week tour through eastern France and the Swiss Alps to northern Italy. We travelled through Dijon, Dole, Poligny, Les Rousses, Col de la Faucille, Annemasse and arrived at Les Houches staying at the Hotel du Bois which would be our base for the next few days.



I couldn't resist taking a photo of a Renault sign with the Alps in the background at Les Houches (see photo). On route, we passed through Megeve where we had hoped to see the cars competing in the Coupe de Alpes but we missed them by just a day and all we saw was a poster advertising the event (see photo).

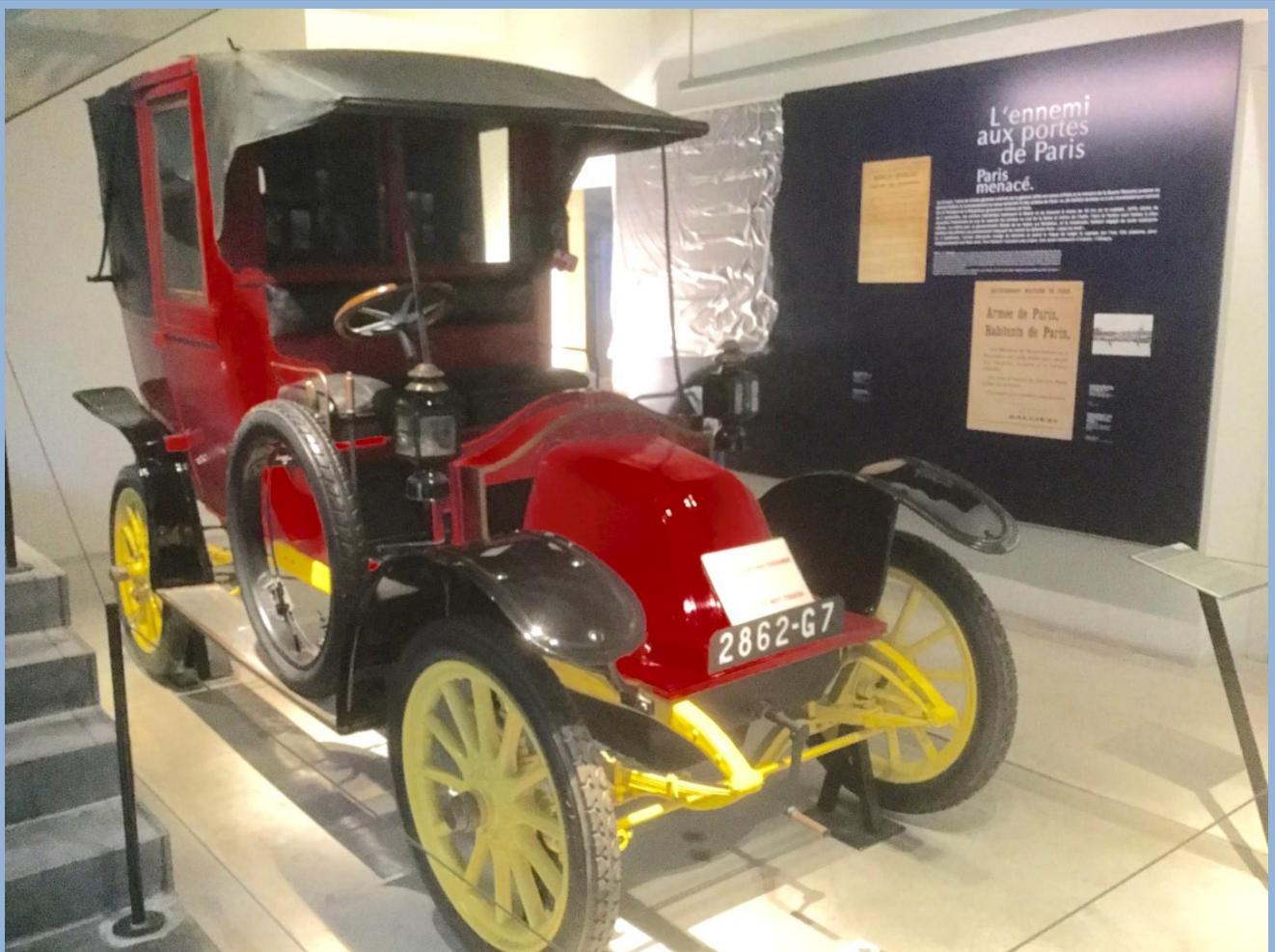
The next day (16 June) we visited Chamonix and the Bossons glacier and the following day we travelled through the Mont Blanc tunnel into Italy to St Bernard Pass taking in spectacular views of the Swiss Alps. On 18 June, it was another trip to Chamonix to view the glaciers and visit an ancient ice cave and on 19 June we travelled via Lake Geneva and visited the Olympic museum in Lausanne.

On 20 June we were off to Verona staying at the spectacular Hotel Montresor Tower and, of course, our visit included the famous Romeo and Juliet site. On 21 June, we travelled to Venice taking in all the sights including the magnificent St Mark's Square and a gondola ride. We had a sumptuous lunch at a restaurant behind the square and later stayed at the Hotel Crystal in Venice.

Up until now, we were doing the tourist bits and saw plenty of Renaults on the road and we were looking forward to the next day (22 June) to travel to Mulhouse to visit the Cite de Automobile on 23 June. We passed through Milan, Luzern and Basel into France and while stopped at a service centre we spotted a white Renault Wind that I had never seen before in the flesh (see photo). We would see another one in more detail later on as our French hosts own a Renault Gordini Wind.

We stayed at the Hotel De L'Ange in Guebwiller overnight to rest up before our much anticipated visit to the Bugatti collection the next day in Mulhouse.

There will be more on that collection and Renaults in the following newsletters.



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.

The real reason behind Daniel Ricciardo's Renault move



Daniel Ricciardo is set to bank \$70 million dollars over the life of his two-year contract with Renault, but his future boss, Cyril Abiteboul, said it was the chance to lead a manufacturer team that enabled him to lure the Australian away from rival Red Bull Racing.

Ricciardo blindsided the sport earlier this month with news he would switch to the French marque from 2019, admitting in Belgium earlier this weekend that it was just time for a change — not about bad blood with Red Bull teammate Max Verstappen or uncertainty over the squad's future engine supplier Honda.

But, Abiteboul said the honour of leading Renault's charge in F1 was something "extremely exciting" to Ricciardo.

"It's a new type of challenge because here he's not just going to drive, to come here Friday morning, and then leave on Sunday night," Abiteboul said. "It's more than a three-day job. He's going to be driving the charge for the next stint of Renault in Formula 1, just like Nico Hülkenberg has been from ninth (in the constructors' championship, in 2016) to fourth, where we are today. The next stint will be in Daniel's hands, and I think he realises that. It's a big responsibility, but I think he sees that as an honour and exciting."

Ricciardo, however, won't be under any illusions heading to Renault, which is one of just three manufacturer teams in F1, with Abiteboul brutally honest with the Duncraig-born driver about the team's progress — including the fact he'll likely have to wait until 2020, at least, to win races again.

"I don't want to see any disappointment or frustration when he first drives for us," Abiteboul said.

"So I think it's our honesty that has paid off. It doesn't always pay off in the world of Formula 1, which can sometimes be full of arrogance."

And while the next two races in Belgium and Italy, run back-to-back, will be challenging for the French marque, with Mercedes and Ferrari the horsepower benchmarks, Ricciardo will be able to see his future team in stronger form at the following round in Singapore, the sport's original night race.

ARTICLE: Stewart Bell - The West Australian - Sunday, 26 August 2018 4:33PM



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

Belgian Grand Prix – 26 Aug 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	5	Sebastian Vettel	FERRARI	44	1:23:34.476	25
2	44	Lewis Hamilton	MERCEDES	44	+11.061s	18
3	33	Max Verstappen	RED BULL RACING TAG HEUER	44	+31.372s	15
4	77	Valtteri Bottas	MERCEDES	44	+68.605s	12
5	11	Sergio Perez	FORCE INDIA MERCEDES	44	+71.023s	10
6	31	Esteban Ocon	FORCE INDIA MERCEDES	44	+79.520s	8
7	8	Romain Grosjean	HAAS FERRARI	44	+85.953s	6
8	20	Kevin Magnussen	HAAS FERRARI	44	+87.639s	4
9	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	44	+105.892s	2
10	9	Marcus Ericsson	SAUBER FERRARI	43	+1 lap	1
11	55	Carlos Sainz	RENAULT	43	+1 lap	0
12	35	Sergey Sirotkin	WILLIAMS MERCEDES	43	+1 lap	0
13	18	Lance Stroll	WILLIAMS MERCEDES	43	+1 lap	0
14	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	43	+1 lap	0
15	2	Stoffel Vandoorne	MCLAREN RENAULT	43	+1 lap	0
NC	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	28	DNF	0
NC	7	Kimi Räikkönen	FERRARI	8	DNF	0
NC	16	Charles Leclerc	SAUBER FERRARI	0	DNF	0
NC	14	Fernando Alonso	MCLAREN RENAULT	0	DNF	0
NC	27	Nico Hulkenberg	RENAULT	0	DNF	0

Note - Bottas received a 5-second time penalty for causing a collision with Sirotkin

Italian Grand Prix - 2 Sept 2018

POS	NO	DRIVER	CAR	LAPS	TIME/RETIRED	PTS
1	44	Lewis Hamilton	MERCEDES	53	1:16:54.484	25
2	7	Kimi Räikkönen	FERRARI	53	+8.705s	18
3	77	Valtteri Bottas	MERCEDES	53	+14.066s	15
4	5	Sebastian Vettel	FERRARI	53	+16.151s	12
5	33	Max Verstappen	RED BULL RACING TAG HEUER	53	+18.208s	10
NC	8	Romain Grosjean	HAAS FERRARI	53	+56.320s	0
6	31	Esteban Ocon	FORCE INDIA MERCEDES	53	+57.761s	8
7	11	Sergio Perez	FORCE INDIA MERCEDES	53	+58.678s	6
8	55	Carlos Sainz	RENAULT	53	+78.140s	4
9	18	Lance Stroll	WILLIAMS MERCEDES	52	+1 lap	2
10	35	Sergey Sirotkin	WILLIAMS MERCEDES	52	+1 lap	1
11	16	Charles Leclerc	SAUBER FERRARI	52	+1 lap	0
12	2	Stoffel Vandoorne	MCLAREN RENAULT	52	+1 lap	0
13	27	Nico Hulkenberg	RENAULT	52	+1 lap	0
14	10	Pierre Gasly	SCUDERIA TORO ROSSO HONDA	52	+1 lap	0
15	9	Marcus Ericsson	SAUBER FERRARI	52	+1 lap	0
16	20	Kevin Magnussen	HAAS FERRARI	52	+1 lap	0
NC	3	Daniel Ricciardo	RED BULL RACING TAG HEUER	23	DNF	0
NC	14	Fernando Alonso	MCLAREN RENAULT	9	DNF	0
NC	28	Brendon Hartley	SCUDERIA TORO ROSSO HONDA	0	DNF	0

Note - Verstappen received a 5-second time penalty for causing a collision with Bottas. Grosjean disqualified for a technical rule infringement with the floor on his car.

2018 DRIVER STANDINGS

POS	DRIVER	NATIONALITY	CAR	PTS
1	Lewis Hamilton	GBR	MERCEDES	256
2	Sebastian Vettel	GER	FERRARI	226
3	Kimi Räikkönen	FIN	FERRARI	164
4	Valtteri Bottas	FIN	MERCEDES	159
5	Max Verstappen	NED	RED BULL RACING TAG HEUER	130
6	Daniel Ricciardo	AUS	RED BULL RACING TAG HEUER	118
7	Nico Hulkenberg	GER	RENAULT	52
8	Kevin Magnussen	DEN	HAAS FERRARI	49
9	Sergio Perez	MEX	FORCE INDIA MERCEDES	46
10	Esteban Ocon	FRA	FORCE INDIA MERCEDES	45
11	Fernando Alonso	ESP	MCLAREN RENAULT	44
12	Carlos Sainz	ESP	RENAULT	34
13	Pierre Gasly	FRA	SCUDERIA TORO ROSSO HONDA	28
14	Romain Grosjean	FRA	HAAS FERRARI	27
15	Charles Leclerc	MON	SAUBER FERRARI	13
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	415
2	FERRARI	390
3	RED BULL RACING TAG HEUER	248
4	RENAULT	86
5	HAAS FERRARI	76
6	MCLAREN RENAULT	52
7	FORCE INDIA MERCEDES	32
8	SCUDERIA TORO ROSSO HONDA	30
9	SAUBER FERRARI	19
10	WILLIAMS MERCEDES	7

ROCC Retro Corner

Classics Monthly – November 2017 – Provided by Lisa Molvig

HISTORY SMALL RENAULTS



Diamond Standard

After a shaky start Renault became the largest carmaker in Europe thanks to a long line of bold, small car designs. We look at the most important ones.

WORDS JACK GROVER

Renault started the post-war era as the biggest fish in a rather broken pond. During the Nazi occupation of France, Louis Renault (the oldest and only surviving member of the original trio) refused to build tanks, leading to many of his factories being seized. The remainder were destroyed in Allied air raids. Just weeks after the liberation of Paris, Louis Renault died at the age of 67 and the company was nationalised by the new French government.

Renault had two cars for its post-war range. One was a small economy car aimed at the mass market (a departure for a marque generally associated with bigger, middle-class machines) and a large saloon more in keeping with Renault's established image. These were the 4CV and the Frégate. In the economic and social trouble of the late Forties, the Frégate struggled to sell but the rear-engined 4CV became France's best-selling car despite production troubles. However, before long, production of the all-conquering Citroën 2CV got into its stride and the 4CV

slipped into second place. The mid-size Colorale also failed to find success, so Renault became wedded to its new role as a maker of small cars and opted for a more upmarket version of the 4CV, launched in 1956 badged as the Dauphine. Faster, more comfortable and more sophisticated than the agricultural 2CV, the mid-size Dauphine had a wide appeal

and was a huge success.

Renault regained its number-one spot again in the Sixties with the stupendous success of the 4CV's replacement, the R4. Designed explicitly as both a competitor for the Citroën 2CV, the R4 was a practical, economical, rugged and versatile utility car that could be bought by everyone. It comprehensively outsold the

Citroën, enjoyed a long spell as France's best-selling car and repeated its predecessor's global success. In 1967 the Dauphine itself was replaced by the boxy R8 and R10 models, which were steady sellers and continued the rear-engined Renault design into the Seventies.

France was a turbulent place in the late Sixties, with social and political unrest culminating



In production between 1969-1980, the Renault 12 was available with either a 1289cc or 1565cc engine.

SMALL RENAULTS HISTORY ■



The five-door Renault 14 was the company's first model to be fitted with a transverse engine.

in the national strike and near-revolution of May 1968. Renault's factories were some of the hotbeds of this upheaval, and as the largest carmaker in the country and a nationalised industry, the company was at the core of the French labour movement. Renault was to remain a football at the centre of French politics throughout the following decade, as a highly unionised and often-militant workforce squared up against a succession of centrist and right-wing governments following the chaos of 1968.

The aftermath of the 1973 Energy Crisis tipped France into a major recession, ending what had been called 'The Glorious Thirty' – 30 years of strong economic growth, social reform



4CV 1947-1961

The 4CV was developed in secret by Renault engineers during the German occupation of France – the secret being kept both from the German overseers and from Louis Renault himself, who believed the firm's future lay in large cars. After over a year of work Renault discovered the project and was convinced of its merit. Technical director Fernand Picard, who designed the car, wanted a small and spacious vehicle and adopted the same rear-engine layout as the German 'Volkswagen', albeit with a conventional inline-four water-cooled engine of 760cc and 17 horsepower. It also boasted fully independent coil-spring suspension, albeit the rear was via a simple 'swing axle' design.

To discourage any associations with the Volkswagen, Louis Renault insisted that the 4CV have a relatively conventional and upright front end, with early cars having chrome strips resembling a dummy radiator grille. Early 4CVs were universally painted a pale yellow colour courtesy of surplus stocks of desert camouflage paint from Renault-built military trucks.

At its launch the 4CV's modern style, decent performance and keen steering made it the critics' favourite but the public were wowed by the Citroën 2CV at just over half the price. The 4CV's twitchy steering, with only two turns lock-to-lock, and tail-heavy design also gave it a reputation for being easy to spin and roll, although most cases were found to be due to excessive speed.

Nonetheless the 4CV was, until 1950 when 2CV production really hit its stride, the best-selling car in France and it was the first French car to sell over a million units. In 1953 the specification of the car was changed to lower its price – skinnier tyres were fitted, most of the external chrome was deleted and the paint colour was changed from yellow to grey. Although logically replaced by the Dauphiné in 1956 the 4CV remained on sale as a budget model until the arrival of the R4. The car's 'miniature Porsche' running gear made it a popular choice for modification and 4CVs were very successful at both racing and rallying – the Alpine sports car firm got its start modifying 4CVs.

HISTORY SMALL RENAULTS

DAUPHINE

1956-1966

With the Citroën 2CV dominating the bottom of the French car market, Renault's solution was to take the 4CV upmarket to serve the section of motorists who could afford something faster, more stylish and more sophisticated – the volumes would be lower but the margins would be higher.

This resulted in the Dauphine, which took the mechanical parts of the 4CV, albeit in an upgraded form (with an 845cc engine giving a top speed of 70mph) and clothed them in a smooth three-box body. Unlike the 4CV the Dauphine made no effort to hide its rear-engined layout, with a blank 'face' and distinctive air scoops in the rear quarters. For the first time, Renault had used market research to see what potential buyers wanted in a car and to settle the styling and interior details, as well as issues such as the colours offered and the size and shape of the steering wheel. While the engineering of the Dauphine was little changed



from the 4CV the production methods to build the car were some of the most advanced in the world, with the Renault plant at Flins just north of Paris being equipped with a high degree of mechanisation and automation.

This meant that the Dauphine could hardly fail to be a success. It became the fastest-selling car in European history, selling a million examples in four years and over two million in its ten-year production run. It was a stylish car with enough power and refinement to take to the

growing French motorway network while being affordable for all middle class families and small enough to fight it out in the cramped streets of French cities. The Dauphine was also one of the first true 'world cars', being sold in almost every country and built in 13 countries on every continent, including Mexico, Australia, Japan, Algeria, Israel, Brazil, Italy and even here in the UK.

The Dauphine was built at Renault's factory in Acton but right-hand drive production was

soon also taking place in France to meet a demand for 2000 Dauphine's a year in Britain – the first foreign car to sell in real numbers. A Dauphine was also the UK's first registered minicab.

The car had the same reputation for twitchy handling as the 4CV and enjoyed similar success in motorsport. It also picked up a reputation for being prone to rust, especially in the UK's damp and salty climate, which meant despite strong sales few British Dauphines survived the Seventies.

R4 1961-1992

It took Renault 13 years to launch a direct rival to the Citroën 2CV. By the time the R4 appeared in 1961 its aim was not just to compete with the 'Tin Snail' but to replace it. The intervening decade had given Renault's designers a lot of time to see what worked about the Citroën, what could be improved and what else its buyers wanted.

So, unsurprisingly, the R4 was a basic utility car aimed at being as much a working tool as personal transport for rural France.

Front-wheel drive was a must, so the R4 was the first Renault to be so driven. There was a very strong platform chassis to carry everything. Like the 2CV the R4 had small, skinny wheels connected to independent and very soft, long-travel suspension giving it alarming amounts of body roll but also making it incredibly sure-footed and stable.

The interior was basic but with a flat rear floor and easily removable seats. There were sliding windows and a fabric



roof. All very familiar.

But instead of a tiny air-cooled flat-twin, the R4 had a 'proper' engine – a 747cc version of the Dauphine's water-cooled straight four. To match the zero-maintenance nature of the Citroën, Renault developed the first sealed-for-life cooling system, with an expansion tank to catch and return any lost fluid. Instead of the 2CV's complex series of springs, pullrods and joints, which

needed greasing every 500 miles, the R4 had simple torsion bars, which required no maintenance. Famously the rear bars, mounted transversely, were also mounted one behind the other to give the required length, making the car's wheelbase different on each side. Unlike the 2CV the R4 had a boxy full-width body that was simple, spacious and also had a full-height rear hatchback for easy loading.

At launch the R4 was joined by the basic R3, with less equipment and a 603cc engine to push it into a lower tax class. But the R4 was the big hit and the R3 was quickly withdrawn. Despite a top speed of barely 60mph, the R4 could get there over a minute quicker than the 2CV could and was much more refined and civilised. It was also much more useful and had equal appeal to city dwellers wanting a cheap and rugged little car, as it did to farmworkers.

Almost overnight it became the best-selling car in France and, despite the stereotype, the French nation largely abandoned the 2CV in its favour. The R4 would receive regular but minor updates, such as an 845cc engine in 1963, a four-speed gearbox in 1968, new 1108cc and 956cc engines in 1978 and front disc brakes on the more expensive models in 1983. It outsold the Citroën 2CV and its variants two-to-one and repeated the Dauphine's global success in terms of sales and production.



The Clio has been one of Renault's best selling small cars.

and rising living standards across France since the end of the Second World War.

Despite this, Renault maintained its commanding lead of the French car market and was able to keep introducing new models. The R5, launched in 1972, was one of the first superminis, with front-wheel drive and a hatchback body, and the sporty Alpine version was one of the earliest 'hot hatches'. Over five million R5s were sold

during the first generation's production run to 1985, and nearly 3.5 million of the second generation were built until 1996. It replaced the R4 as France's best-selling car and was also the first Renault to achieve widespread success in the UK.

The Eighties were a difficult time as Renault came under pressure from a resurgent Peugeot, now also owner of Citroën and therefore muscling Renault out of its top spot in the French market. New models such as the Peugeot 205 and 405 and the Citroën BX made the existing Renault range look unadventurous and old-fashioned, while quality problems (such as the R14's infamous corrosion issues) damaged Renault's reputation and sales. Renault was now a company making losses and was racked by strikes.

In 1985 Georges Beses was appointed as CEO with a plan to close factories, reduce the workforce and reform working practices to return Renault to profit. This led to a bitter course of industrial action culminating in Beses being assassinated by a militant anarchist organisation.



R5 1972-1996

Just like the 4CV, the R5 started out as an unofficial project. Designer Michel Boué had worked on the R4 and begun sketching out a more general-purpose small car based on the R4's mechanical parts but without its agricultural, rough-road nature. When Renault bosses were shown his design, which he had worked on in his spare time, they immediately put Boué in charge of a department to make it a reality.

The R4's longitudinal front-wheel drive drivetrain was used, albeit with 782cc and 956cc engine choices, plus the same torsion bar suspension and little three-stud wheels. But the R5 was a true monocoque car rather than using a separate platform like the R4 and its design, while still simple, was infinitely more stylish and upmarket than the utilitarian R4. Renault had been the first manufacturer to embrace the idea of the hatchback with the R4 and the larger R16 and the three-door R5 being the first true 'supermini', offering front-wheel drive and three-doors in a spacious but compact package.

The car also included split folding rear seats for added versatility – another 'first'. The R5 was also the first car to have plastic bumpers, which covered the entire front, rear and quarter areas of the car. These withstood the inevitable bumps and scrapes of French urban life without damage and soon became an industry standard.

Launched in 1972 the R5 was originally pitched as an urban version of the R4 with an emphasis on its low price, but the supermini concept proved to have a very broad appeal and before long the range was being expanded upwards. Front disc brakes were

soon made standard. In 1973 the original dash-mounted gearchange was swapped for a more conventional floor-mounted one and in 1974 a 1289cc engine joined the range, while more luxurious interiors and an automatic gearbox option were also introduced. A five-door model was launched in 1979. In 1976 a tuned sporting R5 with a 1397cc engine and lower, stiffer suspension, was launched as the R5 Alpine (called the Gordini in the UK) which was one of the first hot hatches, beating the VW Golf GTI into production by almost a year. In 13 years 5.2 million R5s were built in France.

A second-generation R5 (originally called the 'Supercinq' or 'Super Five') was launched in 1984. Although the styling was very similar, it actually had a completely different platform, based on that of the mid-sized R9, including a transverse-mounted drivetrain and MacPherson strut front suspension. It also had new 956cc, 1108cc and 1397cc engines. Economy and refinement were improved but the R5 was now facing stiff competition, not least from the new Peugeot 205 and the MkII Volkswagen Polo. Sales slumped, especially of the more prestigious high-spec models, with the smaller-engined, basic R5s being the big sellers, taking up the mantle from the even older R4 as cheap and reliable motoring at its most basic.

Following the launch of the Clio in 1990 the R5 range was cut back to just a single very basic trim level called the Campus, but this was good enough for a further six years on sale. Total 'Supercinq' sales reached 3.4 million in 12 years.

"The R4 outsold the Citroën 2CV and went on to enjoy a long spell as France's best selling car"

His policies were continued however, and by 1987 Renault was breaking even. This was helped by the 1985 launch of the Espace, a bold new concept of a 'people carrier', which was an unprecedented success. The R21 was a solid contender in the executive segment while the long-awaited replacement for the R5, the Clio, was launched in 1990. It won European Car of the Year and became the Continent's best-selling car.

Other new products, such as the quirky Twingo city car, the mid-size Megane (the first car to win a five star rating on the new EuroNCAP safety tests) and its clever multi-purpose variant, the Scenic, were also popular and allowed Renault to be privatised in 1996. **GM**

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RENAULT
American Motors

THE AWARDS:

Motor Trend experts name Alliance 1983 Car of the Year.



Finalists were judged for styling and design, quality, comfort, ride and drive, handling, fuel

economy, performance and dollar value.

"The Renault Alliance is the best blend of innovation, economy, and fun-to-drive we have seen in almost a decade. Moreover, it represents a uniquely successful blend of outstanding

European engineering and American manufacturing know-how."

—Tony Swan, Editor Motor Trend Magazine
And the European version of Alliance was named Europe's 1982 Car of the Year by 52 journalists from 16 countries.



Alliance DL 4-door



*Manufacturer's suggested retail price for the Alliance 2-door. Price does not include tax, license, destination charges and other optional or regionally required equipment. **Compare 1983 EPA estimates for the Alliance 2-door with estimated MPG for other cars. Your actual mileage depends on speed, trip length and weather. Actual highway mileage and CA figures will probably be lower.



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

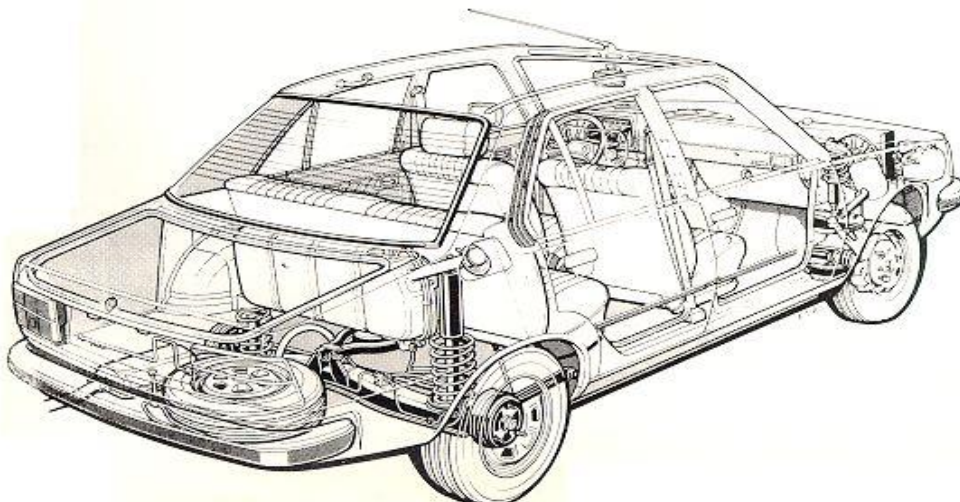
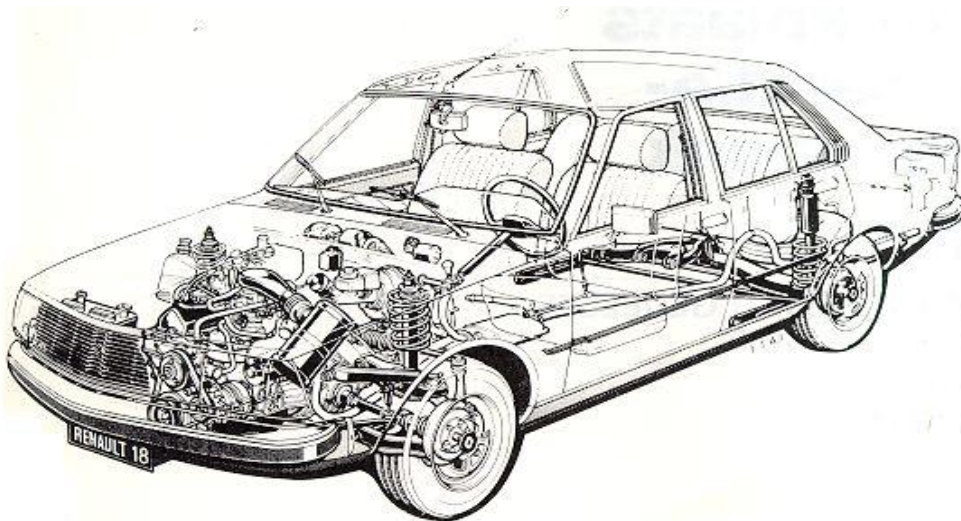
(Available to Financial Members only.)

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.

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

THEN BECOMES ELIGIBLE FOR HISTORIC REGO

The last repair sheet, and some photos

Asking Price is \$5,000 neg

First imported from NZ for 1988 motor show the registered to LNC imports/ Director on sold to French Consulate, sold to private owner Canberra, Became mine from Canberra 2010 from a deceased mate and re-registered in NSW 2011

Sold to present OWNER 2014 as I purchased The 25 V6 Baccara
The last repair sheet, and some photos attached

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



MAJOR SERVICE

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



Renault Owners Club of Canberra Inc.

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

MEMBERSHIP APPLICATION FORM

What is the Renault Owners Club?

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

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

What does membership offer?

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

What does membership cost?

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

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

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

NAME:.....

ADDRESS:.....

.....

E-MAIL ADDRESS:.....

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

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.



*Price side walls 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 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

www.ccar.com.au

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

Shannons

Australian Forums

www.shannons.com.au

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

Renault 5GT



Renault 4 Limo

