

ROCC NEWS

Newsletter of the Renault Owners Club of Canberra

Number 4

August 1985

NEXT MEETING: 13 August, 1985

START TIME: 8 PM

VENUE: The Burns Club, National Circuit, Forrest.

GUEST SPEAKER: Paul Gover, motoring writer for The Canberra Times.

Visitors most welcome!

The Renault Owners Club of Canberra offers:

The opportunity will soon be there for participating in many forms of motorsport - mainly of the low cost "lap dash" type. Events include motorkhanas, hillclimbs, dirt and bitumen track events and rallies.

On the social side, we conduct navigation trials, concours ("spit and polish" events), picnic days and barbeques. We plan to have a Christmas party (and one for the kids too), a weekend away at Jugiong for an Australia-wide motorkhana challenge and a dinner dance.

We can give you social gatherings, friendly motorsport competitions, as well as useful advice about your car, - from how to modify it, to where to take it for a service. Many dealers and automotive stores offer discounts to club members and, of course, advice is free!

A monthly club magazine, "ROCC NEWS", keeps everyone up to date on events and news as well as offering classifieds.

For more information phone: George Cook on 31 2029.

Your Committee

President -

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Vice-President -

Jayson Hinder, 4 Gosse St, Kingston, ACT 2904. Ph 95 2445 (ah)

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Committee Assistant #1 -

Peter Norton, 2 Rafferty St, Chapman, ACT 2611. Ph 88 7220 (ah)

Committee Assistant #2 -

Nominees please...

Editorial

This month's edition of ROCC News was made easy because we have acquired a new Committee assistant, who has spent as much time as me preparing for this newsletter, thank you Peter. Also many interesting articles were brought forward by the members and the committee, and most of them were received BEFORE the deadline! This allows us to start typing early, saving us the hassels of rushing the newsletter out (sometimes unfinished), and keeping the nervous breakdowns to a minimum. Please help us with the September edition of ROCC News, by giving us your articles before August 30. That gives us three days to complete the typing, editing, printing, and mailing. Of course it is greatly appreciated if you give your articles earlier than the deadline, which gives us a head start in typing.

I attended the Auto Jumble, only to find that Jayson had raided it before me, leaving me only a set of five RENAULT stickers, and a broken socket set to buy. However, for the people who came early there were some very interesting items to view, and buy. There were even very old RENAULT manuals dating back to the 1960's.

Hope to see you all at the August Meeting, and at the Ladies Run (see Social Page).

Frank
(Editor)

SUMMARY OF THE JULY GENERAL MEETING

The committee has felt that too much of our General Meetings has been taken up with business which could be handled in the committee, and not enough on issues of general interest, so for the July meeting business was kept to half an hour. After a short break we then had a guest speaker. We'll be following the format for future meetings. Here's a brief summary of the meeting.

- Summary of the previous meeting was accepted (Nick Hulskamp/Bill Orr).
- President reported on the June committee meeting;
 - We are now trying to develop a reciprocal exchange with other Renault clubs and are trying to join the combined ACT car club.
 - Hope to soon have a supply of information brochures.
 - All being well, an inspection of the Renault bus being tested by ACTION will be arranged soon after this newsletter comes out.
- Petition was circulated, calling on the government not to impose import duties on parts for cars 30 years or more old.
- Constitution was considered and President outlined changes proposed by committee. Moved (George Cook/Jayson Hinder) "That changes to the draft constitution, as proposed by the committee, be accepted."
 - accepted unanimously, no further changes were proposed.
- President advised that Peter Johansson has felt it necessary to stand down from the committee due to other commitments.
 - Called for nominations for this and the other committee position.
 - Peter Norton nominated (Jayson Hinder/Frank van Praag) and accepted.
 - Still one committee position vacant: Anyone interested?
- President gave details of the substantial discounts Corin Motors are offering on certain early model (R10/R12) components and thanked them for their assistance and for the Renault cloth badges.
- Jayson advised Alpine Motors have donated an R10 block with associated parts.
- After a break, President introduced Ernie Kennedy, the head of the Technical Standards Section of the ACT Motor Registry.
 - Ernie discussed the requirements for the vehicles to pass pre-registration mechanical inspection and answered questions.
- President thanked Ernie for his talk, on behalf of the Club.

PRESIDENT'S NOTE (Confession)

Well, at last the full story can be told. After weeks of lurking in the shadows and wearing dark glasses, your President can again hold his head up high. Those ugly rumours circulating through the Club linking me to a sordid Italian love affair, I must confess, did have some truth in it. During a moment of sheer insanity I sold my trusty, reliable and ever faithful RENAULT 10 and bought a FIAT (oh, if only the editor's typewriter had smaller print) 124 sports coupe.

Thankfully the moment of madness passed and I have since sold the F_t and bought another glorious RENAULT (a 17 Gordini). I cannot honestly say I did not enjoy driving the Fiat, and it is interesting to compare the contrast of style between it and the 17. The Fiat (1608 cc and 110 bhp, twin overhead cams, twin Weber carburettors, five speed gearbox. (5th gear virtually an overdrive) four wheel disc brakes, 993 kg) is very nimble, fast and easy to drive. It is, however, tinny, has an annoying front end wallow, and the motor whines rather than growls.

The 17 Gordini on the other hand (1605 cc, 120 bhp, electronic fuel injection, close ratio five speed gearbox (no cruising in fourth gear), four wheel discs, 1075 kg) feels solid (the doors close with a nice deep "clunk" and the body doesn't creak like the Fiat's when mounting a kerb etc.) and is definitely quicker. All round visibility is more restricted and the 17 is not as easy to drive around town (is only really happy accelerating), but the motor growls (not whines) and after all, it is a RENAULT so that's got to make it better.

Enough of that. Last meeting we were treated to an interesting talk on the operations of the ACT Motor Registry, and the significance of some of the more important Australian Design Rules (ADR's). Our thanks must go to Ernie Kennedy for his time and effort in giving the talk.

Guest speaker for the August Meeting will be Paul Gover, motoring writer for the Canberra Times. Paul has just returned from an overseas trip where he caught up with all the latest developments. Paul has also recently tested the new RENAULT 25 so it should make for a very interesting meeting. Hope to see you all there! Until then, safe motoring.

John
(President)

Don't forget that Corin Motors has marked down various RENAULT parts for Club Members to half normal price. E.g., road wheels for R12's at \$15, top end gasket kits for R12's & R16's at \$20 and so on. For further details contact in person Richard Llewellyn at Corin Spare Parts and don't forget to bring your ROCC ID card with you.

Bill
(Technical Sec.)

RENAULT BUS

RENAULT BUS

RENAULT BUS

7.30 pm Wednesday 14 August

ACTION Bus Workshop, Wentworth Ave, Kingston

ROCC members and invited guests are invited to an exclusive showing and drive in the new Renault PR100.2 bus that is currently being evaluated by ACTION. The bus is fitted out in its current French format (just as it would do service in France), and staff from ACTION's Engineering/Workshop Section will be on hand to talk on the technical features of the bus and to answer questions from Club members. A ride in the bus will be the highlight of the evening.

** 7.30 pm Wednesday 14 August **

RENAULT BUS

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RENAULT BUS

SOCIAL PAGE

PEUGEOT BIRTHDAY PARTY

On Friday 19 July we joined the people of the Peugeot Club in celebrating their birthday. I think I can say on behalf of the thirteen Renault Club members who attended that we all enjoyed ourselves. Of the four bottles of champagne given out as door prizes we managed to win three, a bottle each going to Joan, John and Catherine. We would like to thank the Peugeot people for extending the invitation to us and for making us so welcome at what was a most enjoyable evening. We wish the Peugeot Club all the best for the coming year.

LADIES RUN AND BBQ

This run is designed for the women whose husbands got lost in the last run or weren't game enough to try. Now is your opportunity to show what you can do, put points on your score and to actively take part in the Club.

For the women who can't drive, your menfolk will be allowed to drive instead. Because so many women do not drive, points will be given on a family basis where applicable. The entire event will be around Canberra, so no dirt roads. What's more, the route will be well defined, so there are no worries about getting lost even if the men do navigate! Finally, there will be a BBQ lunch at the start/finish point, to give people a chance to socialise. Here's how it works.

Start at Black Mountain Peninsula (look for the Diamond Badge), meeting at 9.30am for a 10.00am start. Each car will be given a list of questions and a route to follow (you will need a UBD Canberra map or similar). The route will take you around one side of Canberra then back to the start where you will be given another set of instructions to take you around the other side of Canberra. For each half, we will take your time and compare it against the SECRET "official" time and subtract points if you are late or early. This is not a race. You must keep within the speed limits.

All members and their friends are welcome to join us for the BBQ afterwards if car runs are not your thing.

VENUE : Black Mountain Peninsula
DATE and TIME : 9.30am Sunday 18 AUGUST
COST PER CAR : \$2.00
YOU NEED : A map of Canberra; a BBQ lunch

BBQ LUNCH from 12.30pm - ALL MEMBERS WELCOME

RENAULT MOTOR VEHICLE SERVICE, REPAIRS, & PARTS

Listed below are some of the firms in the ACT/Queanbeyan who service and repair Renault motor vehicles (hourly labour charges indicated in the brackets):

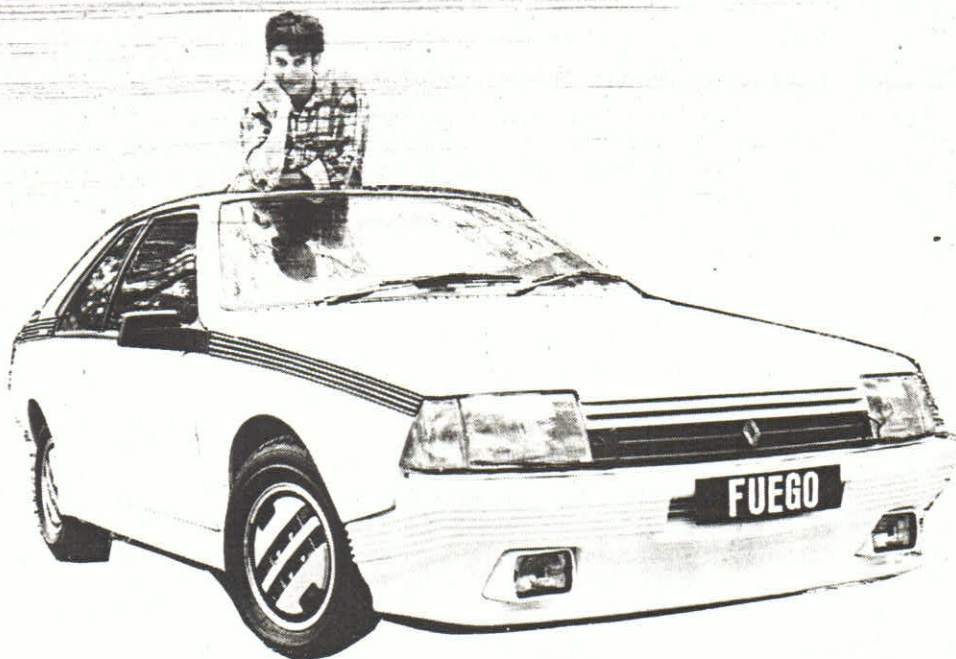
- Alpine Motors, 22 Dundas Court, Phillip; ph 82 2350 (\$29/hr).
- Canberra Continental Service Centre, 180 Gladstone St, Fyshwick; ph 80 5325 (\$26/hr).
- Continental Motors Pty Ltd, 11 Isa St, Fyshwick; ph 80 5983 (\$33/hr).
- Corin Motors, 101 Newcastle St, Fyshwick; ph 80 4409 (\$35/hr).
- European Motors, Dundas Court, Phillip; ph 82 3716 (\$25/hr).
- Noddy's Auto Repairs, 2 Boyd St, Lynhem; ph 49 7414 (\$28/hr).
- Renrepair Motors, 8 Bayldon Rd, Queanbeyan; ph 97 2833 (\$30/hr).
- Swiss Motors Pty Ltd, 75 Wollongong St, Fyshwick; ph 80 4141 (\$30/hr).

Where Have All The RENAULT 8's Gone To?

A quick scan of our membership shows a good smattering of most RENAULT models but, suprisingly, no RENAULT 8's. We can understand the lack of 25's at this stage, and forgive the missing Fregate or two; we can boast several R4's and 760/750's and even the odd Caravelle; what we can't understand is the lack of R8's. The ROCC list looks something like this;

| | | | | | |
|---------------|---|------------|---|---------------|---|
| Caravelle.... | 1 | R10S..... | 2 | R17..... | 3 |
| 760/750..... | 3 | R12..... | 9 | R17 Gordini.. | 1 |
| R4..... | 3 | R15..... | 1 | R18..... | 2 |
| R8..... | - | R16..... | 3 | R20..... | 2 |
| R10..... | 5 | R16TS..... | 8 | Fuego..... | 5 |

John
(President)



Bobbie's dazzler

AUSTRALIAN PENT-
HOUSE Pet of the Year
Bobbie Wallbank, was pres-

ented with this virgin white
Renault Fuego as one of the
prizes for winning the title. The
car was optioned by the fitting

of a sliding sunroof, a Pioneer
sound system, side skirts,
spoilers, window tinting and
an alarm system.

This month we will try to keep things organised in this section.

FRENCH GRAND PRIX

The French Grand Prix usually has Renaults up the front, but not this year. Nelson Piquet had only one point going into the race, but he took control of the race on lap eleven. From position five on the grid, he was third after the first lap and passed Ayrton Senna (Lotus/RENAULT) for second on lap seven, which left him only Keke Rosberg to pass for the lead, which he did on lap eleven. Senna did not finish the race stopping with a gearbox problem. Rosberg lost second to Prost at the half race distance, but after pitting for new tyres, he regained second on the last lap. Elio de Angelis was fifth yet again in the Lotus/RENAULT and sixth went to Warwick in the RENAULT Team car, which was their lowest placing in the French Grand Prix in many years.

Result: French Grand Prix

| | |
|-------------------------------------|----------------|
| 1. Nelson Piquet (Brazil)..... | Brabham-BMW |
| 2. Keke Rosberg (Finn)..... | Williams-Honda |
| 3. Alain Prost (France)..... | McLaren-TAG |
| 4. Stefan Johansson (Sweden)..... | Ferrari |
| 5. Elio deAngelis (Italy)..... | Lotus-Renault |
| 6. Patrick Tambay (France)..... | Renault |
| Race time: 1 hr 31m 46.266 secs | |
| Fastest lap: Rosberg 1m 39.914 secs | |

World Drivers Championship

(after *France*)

| | |
|---------------------------------------|----|
| 1. Michele Alboreto (Ferrari)..... | 31 |
| 2. Alain Prost (McLaren-TAG)..... | 26 |
| Elio de Angelis (Lotus-Renault)..... | 26 |
| 4. Keke Rosberg (Williams-Honda)..... | 18 |
| 5. Stefan Johansson (Ferrari)..... | 16 |
| 8. Patrick Tambay (Renault)..... | 11 |
| Next round: British GP, July 20. | |



BRITISH GRAND PRIX

Alain Prost in a McLaren/TAG went to the lead with only ten laps remaining, when the former leader Ayrton Senna (Lotus/RENAULT) had engine problems, and soon came to a grinding halt. The start was spectacular with Senna shooting to the lead from Rosberg (who averaged 260km/h to get pole!), and behind them Tambays RENAULT spun on the first corner taking out Johansson's Ferrari as well as others.

At one stage it was RENAULT powered cars first, third, and fourth with Senna (Lotus), Mansell (Lotus) and de Cesaris in the new RENAULT powered Ligier. But none of them made it to the finish. Laffite in the other Ligier finished third and Warwick was lucky to score any points at all, coasting for the last half of a lap to finish fifth.

Results: British Grand Prix

| | | |
|----|-------------|----------------|
| 1. | A. Prost | McLaren/TAG |
| 2. | M. Alboreto | Ferrari |
| 3. | J. Laffite | Ligier/RENAULT |
| 4. | N. Piquet | Brabham/BMW |
| 5. | D. Warwick | RENAULT |
| 6. | M. Surtees | Brabham/BMW |

World Drivers Championship

after 8 races) - *British*

| | |
|------------------------------------|----|
| 1. Michele Alboreto (Ferrari)..... | 37 |
| 2. Alain Prost (McLaren)..... | 35 |
| 3. Elio de Angelis (Lotus)..... | 26 |
| 4. Keke Rosberg (Williams)..... | 18 |
| 5. Stefan Johansson (Ferrari)..... | 16 |
| 6. Nelson Piquet (Brabham)..... | 13 |
| 7. Patrick Tambay (Renault)..... | 11 |
| 8. Ayrton Senna (Lotus)..... | 9 |

RENAULT OWNERS CLUB OF CANBERRA

CONSTITUTION

1. The Club

- (a) The Club shall be known as the 'RENAULT OWNERS CLUB OF CANBERRA' hereinafter referred to as 'the Club'.

2. Definitions

- (a) 'AGM' is the annual general meeting of the Club.
- (b) 'General Meeting' is the monthly meeting of the Club.
- (c) 'Member' is any person who has paid a current subscription to the Club.
- (d) 'Full Member' is any person who has paid the full subscription rate of an adult member.
- (e) 'Affiliated Member' is any person with an interest in the Club, but who does not own or have use of a Renault motor vehicle.

3. Aims of the Club

The aims of the Club are:

- (a) To promote good fellowship between Renault owners, their families and Renault concessionaries.
- (b) To increase the technical understanding of members of Renault motor vehicles.
- (c) To form a combined Club representing members in their dealings with manufacturers and suppliers of parts and services.
- (d) To strive for communications with individuals and other organisations, on matters of interest to the Club and its members.
- (e) To arrange a variety of social and other activities deemed desirable by the members.

4. Membership of the Club

- (a) Membership shall be open to any person interested in furthering the aims of the Club.
- (b) Subscriptions for membership shall be due on the first day of January of each year.
- (c) Subscription rates may be varied by the Committee from time to time; however, such variation must be ratified at the next General Meeting by a simple majority of members voting.
- (d) The initial subscription of a person joining the Group shall be pro-rata for the remaining months of the current year; however, the full joining fee must be paid.
- (e) To encourage family participation, all members of the household of a full member are entitled to take part in any activities of the Club, except that only financial members of the family shall have the right to vote in any decision of the Club.
- (f) Any member may resign from the Club by indicating his desire to do so in writing to the Secretary of the Club or by default by failing to pay his subscription within sixty days of the due date.
- (g) No person who ceases to be a member of the Club shall have any claim for a refund of subscriptions paid to the Club.
- (h) Re-admittance to the Club shall be as for initial membership.
- (i) The Committee has the right to refuse membership to any person without having to advance reasons for doing so, provided that such person has right of appeal to a general meeting.
- (j) The Committee may cancel any membership if it deems that a member has conducted himself in a manner prejudicial to the good order the conduct of the Club, provided that the Committee's decision is subject to appeal to a general meeting.

5. Direction and Management of the Club

- (a) A committee shall be elected at each AGM of the Club and the committee shall be responsible to direct and manage all activities of the Club.
- (b) Any casual vacancy occurring on the committee may be filled by an appointment made by the remaining members of the committee.
- (c) The Committee of the Club shall consist of the following office bearers, all of whom shall be full members before election:

Continued over

| | |
|-------------------------------|---|
| President | - Co-ordinator |
| Vice-President | - Vice Co-ordinator; Publicity Officer |
| Secretary | - Arrange Committee meetings; clear Mail Box; attend to correspondence; takes minutes of meetings. |
| Treasurer | - Maintain financial records and cheque accounts; supplies membership cards; provides financial statements; maintain and update lists of members. |
| Assistant Secretary/Treasurer | - Assists Secretary and Treasurer; undertakes their duties in their absence. |
| Editor | - Arranges monthly newsletter (compilation, editing, printing, collating, and posting). |
| Technical Secretary | - Produces a Consumer Directory; arranges discounts for parts and accessories; obtains a supply of club parts, technical books, and tools. |
| Social Secretary | - Plans social events for the Club (co-opting ideas from the Committee or members when necessary). |
| Committee Assistants (2) | - Assist other members of the Committee in their functions when needed; undertake specific activities as decided by the Committee. |

- (d) There shall be no restriction on any member being the holder of more than one office.
- (e) The Committee shall meet at such times and places as it deems necessary to carry out those activities required for it to further the interests and aims of the Club.
- (f) Should a Committee member be absent from three consecutive Committee meetings, he shall be deemed to have resigned unless a reasonable explanation has been received by the Committee and accepted by it. A member of the Committee may apply for leave of absence in advance.
- (g) The Committee shall have the power to make such payments from the funds of the Club as are considered necessary to the good management of the Club or the furthering of its aims.

6. Accounting

- (a) The Committee shall maintain an account in the name of the Club at a suitable financial institution.
- (b) Numbered receipts shall be issued for all funds received by the Club.
- (c) All funds received shall be deposited to the Club's account as soon as practicable.
- (d) All expenditure of the Group shall be by cheque or cheque withdrawal from the Club's account, and all cheques and withdrawals shall bear the signatures of any two of the President, Vice-President, Secretary, or Treasurer.
- (e) The Treasurer shall present a financial report to a General Meeting of the Club at intervals not greater than four months, and a financial statement to the AGM.
- (f) The annual financial report shall be audited by an independent auditor before presentation to the AGM.

7. General Meetings

- (a) The Club shall hold monthly general meetings at a time and place as determined by the Committee and advised to the members.
- (b) The March general meeting shall be the AGM.
- (c) At the AGM:
 - (i) The outgoing Office Bearers shall report on the past year.
 - (ii) A new committee and Office Bearers shall be elected.
 - (iii) A financial report is to be presented by the Treasurer.
- (d) A quorum for a General or Annual General Meeting shall be fifteen percent of members or 25 members, whichever is the lesser, personally present.
- (e) A quorum for a Committee meeting shall consist of five members, personally present.

8. Liability of Members

- (a) No member shall be liable for any amount in the event of a claim against the Club.

9. Changes to the Constitution

- (a) This Constitution may be changed by a resolution of a two-thirds majority of members voting at a general meeting of the Club.
- (b) Notice of motion of a resolution to change this Constitution must be given at the general meeting prior to the meeting at which it is resolved.

All You Ever Wanted To Know About The Lotus 97T (RENAULT POWERED)

"What will she do?" is usually the first question asked about cars. When the Lotus 97T was tested for Britain's "Motor" magazine team driver Elio de Angelis called his nought to 260 km/h dash average.

With about 700 horsepower (521 kw) from its RENAULT V6 Turbo Engine the car is a black and gold missile, it rockets from zero to 160 km/h in less than five seconds, and goes on to 240 km/h in nine seconds. (Just like Jayson's 10)

The speeds through the gears are (changing up at 11000 rpm);

1st Gear = 120km/h

2nd Gear = 162km/h

3rd Gear = 207km/h

4th Gear = 247km/h

5th Gear = 281km/h

(Each gear change took exactly 0.2 seconds)

The Lotus 97T's 700 hp engine propels an all up weight of just 540 kg. Its single seat chassis is a carbon fibre/kevlar/aluminium honeycombe monocoque like most Formula One cars today, its length is 422 cm, and width 215 cm and a wheel base of 272 cm.

It is interesting to compare the Lotus's speed with that of other dream cars such as Lamborghinis, Porsche Turbos, and RENAULT Fuego turbos (see table below [note the Escort Xtrac is a turbo 4wd with 400 hp]).

| km/h | Lotus JPS 97T | Escort Xtrac | Lamborghini Countach | Porsche 911 Turbo | Quattro Rally | Supercharged Golf GTi | Standard Golf GTi | Brabham Ford BT44 |
|-------|------------------|-----------------|-------------------------|----------------------|------------------|--------------------------|----------------------|----------------------|
| 0-60 | 1.9 | 1.2 | 2.7 | 2.5 | 2.4 | 3.6 | 3.7 | 1.9 |
| 0-80 | 2.7 | 2.0 | 3.6 | 3.7 | 3.6 | 5.5 | 6.1 | 2.5 |
| 0-100 | 3.2 | 3.0 | 5.2 | 5.9 | 5.8 | 8.2 | 9.1 | 3.1 |
| 0-110 | 3.7 | 3.6 | 6.0 | 6.4 | 6.3 | 9.6 | 11.0 | 3.4 |
| 0-130 | 4.0 | 4.3 | 7.5 | 7.8 | 8.3 | 12.0 | 14.4 | 3.9 |
| 0-150 | 4.4 | 5.8 | 9.9 | 11.1 | 10.7 | 17.1 | 19.8 | 4.7 |
| 0-160 | 4.8 | 6.6 | 11.3 | 12.3 | 12.4 | 20.5 | 26.6 | 5.4 |
| 0-180 | 5.5 | 9.4 | 14.6 | 15.9 | - | - | - | 6.5 |
| 0-190 | 5.8 | - | 16.5 | 18.0 | - | - | - | 6.9 |
| 0-210 | 6.8 | - | 21.5 | - | - | - | - | - |
| 0-220 | 7.4 | - | - | - | - | - | - | - |
| 0-240 | 9.0 | - | - | - | - | - | - | - |
| 0-260 | 10.6 | - | - | - | - | - | - | - |

There are actually a few questions on the Lotus I cannot answer, such as how you can get to drive or own it, and how much for the resulting life insurance premium.

Peter
(Committee Assistant)

Followup From List ,Of Manuals

Last month we published a list of the RENAULT publications the Club holds and further list from the RCCQ journal 'Rallye' of known publications [refer to July ROCC News (Issue 3), page 12]. This month we have pinched the article they put out with their list, which gives some idea of the information RENAULT have put out, especially during the latter half of the 1950's and into the early 1960's. The basic documentation made available to RENAULT dealers and to the public consist of:

- | | |
|-----------------------------|------------|
| • Repair Manual | (MR) |
| • Simplified Parts List | (PRU) |
| • Technical Bulletins | (IT Notes) |
| • RENAULT Service Bulletins | (RS Notes) |
| • Operational Time Schedule | |
| • Owners Manual | (NE) |
| • Dealers Service Letters | |

The Repair Manual

This manual gives all information and instructions regarding, specification, adjustments, maintenance and repair operations. It was brought up to date by the issue of amendment pages which were intended to replace a page in the manual. Also from time to time reference to them was to be recorded on a page provided at the front of the manual.

The Simplified Parts List

A "simplified" parts list was issued because of the large number of variation of vehicles even with the same R number. Different countries have quite different regulations and therefore different types of equipment fitted, RENAULT considered that it was not desirable for the amendments to vehicles in one country to have to be sent out all over the world causing dealers unnecessary work keeping useless information. However I believe that this may have been changed as one of my Dauphine Manuals certainly has parts variations for many countries of the world and has the identification number proceeded by PR rather than PRU of the earlier manual.

The parts list consists of exploded illustrations showing all of the components with a reference number. At the front of the manual there is a table of illustrations which enables you to find on which page the parts are displayed. The reference number should not be connected with the part number. There was a fair chance that dealers may have got parts and reference numbers mixed up so that the following instructions were issued just to make sure there was no chance of error. From a letter to "You will use the reference number to obtain a part from the distributors. BUT PLEASE DO NOT FORGET THE FOLLOWING RULE TO OBTAIN A CORRECT SUPPLY FOR A DETERMINED VEHICLE: (sounds like the vehicle had to be pretty determined to get a part anyhow!).

ALWAYS QUOTE :

1. For each vehicle: The vehicle type number i.e. R1062, R1090 etc... The diamond shaped plate number... And the oval plate number...
2. For each unit: The unit manufacturing number.
3. For each part: The part reference number and the quantity required.

The reference number must not be confused with the part number, which is the number which is shown on the invoice and which you will use then for your stock orders as well as for your system of stock cards.

However you will find that in the recently issued PR 606 (Fregates 1102/3) and AT PRESENT on the 606 only, the parts are directly identified by part number. (what a remarkable idea!). (Now for the good news!) This will be the policy regarding all future issues of parts lists. When ordering parts for a determined vehicle, (The vehicle still has to be determined though.) you will continue never the less, to quote the particulars of the vehicle as here above, as the part may have been modified. (Now for the real good news!) It will be the responsibility of the distributor, with the information you will be supplying and thanks to its comprehensive parts documentation to identify and supply the correct parts requested." (Phew!).

Well, so much for the parts lists. However they do make a very interesting reading and can probably tell you more about the car and its variations than any other manual.

The Technical Bullitin or IT Notes.

These notes were issued to keep dealers informed of modifications, incidents and their remedies, etc... They were to be filed in a numerical order using a numbering scheme of Australian origin. The French issued these notes all over the world and many did not apply here, so an additional number was added in Australia and only those notes that were applicable were actually issued. An index was to be issued periodically but I only have issue 1 which was issued in 1959. These notes have some fairly interesting sections on various faults on the 750's, Fregates, and Dauphines.

The IT Notes were printed on different coloured paper and the significance of this was as follows:

- White Notes: Only information, to be kept in mind and referred to if needed.
- Blue Notes: The checking modifications or repairs mentioned must compulsorily be carried out on all vehicles concerned when ever they are taken to the garage for servicing or repair.
- Red Notes: The dealer must immediately get in touch with all the owners of the vehicles and ask them to bring the vehicle in without delay to carry out the instructions given in the note. THE SAFETY OF THE VEHICLE IS INVOLVED.

The RENAULT Service Notes

These were issued to keep mechanics and service men informed on the best method to perform a particular repair or modification etc... They were numbered and filed in a similar manner to the IT Notes, and were also to be recorded in the relevant workshop manual.

Operational Time Schedule

This booklet recorded approximately 200 different operations. It was considered by RENAULT that the average mechanic with a reasonable knowledge of their products and methods could easily achieve the times listed. Warranty payments to the dealers was based on this schedule.

Owners Manuals

One of these was supplied with every vehicle.

Dealers Service Letters

These were typed on official RENAULT Australia letterhead paper and included detail of items which were peculiar to Australia, such as the approval to fit Perfect Circle rings in lieu of RENAULT genuine parts.

The Repair, Owners, and Parts lists manuals could be purchased by the general public, and all other documents were considered confidential.

All of the manual that I have are either multi language or are in English. Those in English have either EA following the identification number, would I be right in assuming that this is the abbreviation in French for the words "English Edition"?

[Written by Bob Ringe, from the RCCQ Rallye Magazine. If you know more, please let us know. Frank (Editor)]

Emissions and Unleaded Petrol (Part One)

The title may look simple, but there is a heap of different issues, sometimes differing viewpoints and a range of technology behind it. If you have read the "Hitchhikers Guide to the Galaxy" you will recall they built a giant computer and asked it for "the meaning of life, the universe and everything". After ages deliberating it came up with an answer of "42" and said that if they wanted a more detailed answer, a more detailed question was needed. The moral of the story is that if I'm to cover the question properly, it is going to take several articles.

At this stage I guess I'd better give my credentials to write about the subject. For over ten years, from 1974 until early this year, I was closely involved, through my work in the technical committees which made the recommendations on emission standards. During that time I heard all the viewpoints of many different groups involved (transport and environment department, both State and Commonwealth energy bodies (Government and industrial), health authorities, the motor industry and the consumer representatives). I'm now doing a totally different job, so at this stage I think I can give a personal perspective based on fairly unique experience.

What I would like to emphasise is that these articles contain my views and not necessarily reflect those of my department. I must also stress that many of the basic points are agreed as factual by all parties involved. Most of these can be found published in information brochures (I have meeb most impressed by the one put out by the Australian Institute of Petroleum).

For the first article I intend to cover the central points about unleaded petrol and existing cars, since cars especially made for use only on unleaded petrol aren't exactly common yet. The following points are TOTALLY AGREED upon by all the experts:

- There is absolutely no obligation to use unleaded petrol in any car made before July this year, or in any cars made to ADR 27C from July to December 1985 (Check the compliance plate if in doubt).
- You may choose to use unleaded petrol in the above motorcars, but it is in your intrest to BE SURE THE CAR IS SUITABLE or you could have problems.
- Leaded petrol will be around for a long time yet, probably 15 or 20 years depending on the demand.
- All cars made from January 1986 (and some made from July to December 1985) will be built to meet ADR37 and must use unleaded petrol. In NSW state regulations extend the unleaded petrol requirement from January 1986 to all new petrol engined vehicles.
- You will not be able to legally use leaded petrol in cars made for unleaded petrol. What's more, USING LEADED PETROL IN THESE CARS COULD CAUSE ENGINE DAMAGE AND BLOW YOUR WARRANTY.
- Providing any petrol meets the octane needs of your car, there is not the slightest benefit of using higher octane petrol. That applies whether the petrol is leaded or unleaded. The energy contained in a litre is the same.
- The octane of unleaded petrol is higher at 92 than that of the old standard grade (89). That means cars formerly able to use standard would all run OK on unleaded. BUT NOTE THAT SOME COULD BE DAMAGED BY USING UNLEADED PETROL ONLY. It depends on the engine design. In all these cars it is SAFE to use unleaded PROVIDED one tank of leaded is used after every four to ten tanks of unleaded. (The variation depends on which source you believe - I know which estimate I'd feel my engine is safest with!).

An area which is rather "grey" is the question of exactly which cars now on the roads can use unleaded. The car manufacturers have put out a list which you may be able to obtain. It doesn't seem to go back very far in models and shows the number of suitable RENAULTS as nil. But let's look a little further though, because there are two issues involved, octane requirements and engine wear.

As a broad rule of thumb, the octane requirements for any engine of 8.5:1 compression ratio will be met by an octane number of 92 (same as unleaded). Above 8.5, it depends on engine design factors such as the combustion chamber shape and cylinder head material (alloy is best). So earlier low compression RENAULT engines, such as my 750 (on 7.25:1) could happily burn unleaded.

You probably know that the octane of a fuel is a measure of its resistance to incorrect detonation (ie pinging or knocking). It is measured on a special test engine and, for any petrol, there is a range of octane numbers which depend on the test conditions. Research Octane Number (RON) is the commonly quoted figure and relates to low speed "pinging", which is a tinkling sound fairly easily detected. High speed knock is potentially very damaging to engines. It is measured by Motor Octane Number (MON). The engines made for unleaded will be designed for the octane numbers of the fuel, but if you choose to try unleaded in your existing engine and suspect knocking or pinging results, get some higher octane into your tank - PRONTO!

The other question is engine wear. This mainly centres on the type of valve seats. Cast iron cylinder heads, such as on Holdens, need the tiny amount of cushioning lead provided between the head and the valves to prevent the valves smashing their way into the head after a while. The answer is to fit hardened valve seats. It has also been suggested that some types of engine bearings take up a small amount of the lead which gets into the engine from petrol, and that this helps to extend bearing life. Personally, I'm not so convinced about this one, when you consider all the taxis fitted for LPG (another unleaded fuel) in the after market, and none of the cabbies I've asked have reported any bearing problems.

The steel inserts of RENAULT valve seats are not hardened, so would not be suitable for use on unleaded only. I'll be using a shandy of several tanks of unleaded followed by one of leaded in the 750. That also gives coverage if I'm wrong about the bearings. Why would I want to bother with using unleaded if I didn't need to? Simply because it is claimed, and I believe, that there are maintenance benefits involved, even if they may not be as substantial as the environment authorities claim. I'll go into the details of that in the September Edition of ROCC News, meanwhile I hope this has cleared up some of your basic questions. Just to summarise, don't use unleaded alone in any RENAULT, but if your compression ratio is below about 8.5:1, you should be OK if you use a tank of leaded often, about every four tanks of unleaded.

George
(Secretary)

The ROCC Club Library

The ROCC has now officially established our own Club Library. In our possession we have repair manuals, workshop manuals, owners' manuals and parts manuals for most if not all models going back to as early as 1966 (prehistoric times).

The set of complete RENAULT parts manuals including RENAULT 5, 8, 10, 12, 15, 16, 17, 18 and 20 (Fuego yet to come) are being held by our Technical Secretary Bill (ph 86 3606 (ah)) whilst all other material is in the caring hands of Jayson (ph 95 2445 (ah)).

Whilst on the subject of the ROCC Library, we are also trying to set up an additional section involving magazine articles having ANYTHING to do with RENAULTS. We are not asking for you to donate your "beloved" articles but if possible, for you to photocopy the relevant pages, and to bring them in. If there is any problem the Club would be happy to do the photocopying for you.

Concerning the list of manuals held by Club members, we are again not asking for you to donate them if you don't want to but you could help someone out if he knows where to go to get some information when he finds himself stuck.

Any of this library material will be lent out to FINANCIAL MEMBERS ONLY free of charge. The time limit has not been definitely determined as yet, but will probably be about a month (just long enough to change the spark plugs in a Fuego!) so please bring in any information as soon as possible.

Andrew
(Assist. Sec/Treasurer)

For Sale

R16 TL, unregistered but drivable.
Straight body, \$150 or will consider
selling parts. Ph 88 5372 (ah) or
65 4378 (w).

R12 GL 1972. Good Cond. Needs minor
work, Reg March '86. Reasonable offers.
Bill Orr 63 2923 (bh).

R16 TS ('69) and R12 GL ('73) for
wrecking. Also towbars to fit a 16
and a 12. \$10 ea. Workshop manual
for a 12 \$8. Ph Chris Devitt 36 3218

HELP THE CLUB

Our Club is now being sponsored by the Woodger Corporation Auto Centres. As a result we - the Club (not our President) - receive regular cash payments based on the amount of fuel purchased by any of our members or supporters. REMEMBER - you don't have to drive a RENAULT to help - so get your friends to participate also.

The procedure is quick and simple; when you have bought any amount of petrol at any one of the Woodger Service Stations (listed below), you ask for the RENAULT Owners Club card, fill in the number of litres and sign your name. That is all there is to it!

You pay no extra. Petrol prices at Woodger's Service Stations are always competitive with other service stations and so you will be paying no more for your petrol and YOU WILL BE HELPING OUR CLUB. Service stations are located at:

Canberra:

10 Lonsdale St, Braddon.
Marconi St, Kambah.
62 Perry Dr, Chapman.

Southside:

Canberra Ave, Fyshwick.

Queanbeyan:

37 Yass Rd.

Cooma:

Cooma North, Mittagong Rd.

Goulburn:

Fair Go, Goldsmith St.
Central, Clinton St.

At the next General Meeting (August 10), we will be selling the fine quality cloth RENAULT badges for \$3.- ea. They will be limited to one badge per MEMBER, but if they are not sold out before the break, members may purchase additional badges. Impress your friends, so don't delay. See you at the next meeting.

Peter

(Committee Assistant)