



June 1985

For more information phone: George Cook on 31 2029.

[illegible]

Welcome to the second issue of ROCC NEWS - the first issue under the new club structure. ROCC NEWS is our means to keep in touch with each other between meetings, to keep members informed of Club activities, development in the motor industry, and to give helpful technical assistance to keep your Renault beautiful. HOWEVER, in order to make these newsletters interesting we do need your assistance. Any kind of contribution (i.e. articles, technical advice, etc) from you, will be greatly appreciated. You can either phone Peter or me on 41 4016 (ah) and 31 4962 (ah) respectively, or write to P.O.Box 10, Civic Square, ACT 2608. I hope to hear from you soon...

Frank van Praag
(Co-Editor)

The Committee of the Club

President :	John Adkins	88 9173 (ah)
	6 Drosera Pl, Rivett, ACT 2611	
Vice-President :	Jayson Hinder	95 2445 (ah)
	4 Gosse St, Kingston, ACT 2604	
Secretary :	George Cook (Acting)	73 3963 (w)
	3 Dale Cirt, Kambah, ACT 2902	
Treasurer :	Nick Hulskamp	54 1394 (ah)
	9 Bunday St, Higgins, ACT 2615	
Assit. Sec/Treasurer :	Andrew Vanezis	54 6064 (ah)
	8 Marraissai St, Hawker, ACT 2614	
Editors :	Peter Johansson	41 4016 (ah)
	10 Barcoo Pl, Kaleen, ACT 2617	
	& Frank van Praag	31 3962 (ah)
	4 Severne Cres, Kambah, ACT 2902	
Technical Secretary :	Bill Orr	86 3606 (ah)
	100 Hawkesbury Cres, Farrer, ACT 2607	
Social Secretary :	Pauline Cook	31 2029 (ah)
	3 Dale Cirt, Kambah, ACT 2902	
Committee Assistant :	George Cook	31 2029 (ah)
	3 Dale Cirt, Kambah, ACT 2902	

WELCOME ELECTRONICS

Electronics have wide-ranging applications, both present and future, and the pace of their adoption is rapidly accelerating. Renault and its associated company Renix have been in the vanguard of the technical development of electronics and continue to lead the automotive world, in this field.

"The talking car" has caught the imagination of the public and the attention of the media but it is not a seven day wonder. Indeed, the talking Renault 11 is already with us (in France) and warns the driver of malfunctions or forgotten items in an insistent but utterly acceptable way. Soon to come, however, will be AVR (Automatic Voice Recognition) which is far more significant in that it allows two-way communication - i.e. the driver can talk to the car, and initiate switching of various functions such as lights, wipers, doors, flashers, windows.

A little further in the future is a radar early warning system for motorway use, whereby a car-mounted scanner will monitor vehicles and other obstructions in fog, whilst there is every likelihood that electronics will be applied to advanced systems of anti-lock braking and anti-loss-of-traction.

Renault were first in adopting electronic control for automatic transmission, in 1969, and the same system is in use on certain models today, but other models have a more refined system and the very latest automatic Renaults will have electronic processing sensors for ratio selection, as well as an in-built and automatic fault-identification system. It provides a permanent self-checking facility, also emergency facilities in the case of malfunction, all in the best traditions of space technology.

President's message

Well, we've successfully cleared the first hurdles: our Inaugural Meeting is out of the way, we have a healthy number of financial members, and there is an enthusiastic committee in place.

We now have an official address: P.O. Box 10 (I would have preferred 16 of course) CIVIC SQUARE, ACT 2608, thanks to the efforts of our A/g Secretary, George Cook. Our Treasurer, Nick Hulskamp, has also been busy, nutting out our list of financial members and preparing the ROCC membership cards.

Our Social Secretary Pauline Cook has come up with a very interesting first-up social event for the club, the ROCC Observation Run, to be held on Sunday 23 June (details on page 6). Pauline is keeping so tight-lipped about the final destination of the run that I wonder if even George knows?

Bill Orr, our Technical Secretary, has been madly hunting up discounts for Club Members (details at next General Meeting), and of course the fruits of the Editors' labour (Peter Johansson and Frank van Praag, Co-Editors) are here for all to see. Andrew Vanezis, Asst. Sec/Treasurer, and our vice president, the ever tireless (tyreless?) Jayson Hinder, have also been hard at work.

What has your President been doing while all this Committee activity has been going on? Well might you ask! In fact, I've been going to great lengths over the past few weeks to brush up on my Renault motor removal/refit skills (an important Presidential attribute). After having accomplished one (planned) motor swap in my 16TS (old motor = 195,000 km), I was faced with an unplanned motor swap in the R10 (thank heavens for spare parts kept under the house). The need to carefully align the clutch plate prior to refitting the motor in the 10 was drummed home to me after several hours of fruitless heaving and shoving.

Which brings me to another important point. I'm sure most of us have a treasure of spare parts, special tools, workshop and maintenance manuals, and numerous other bits of Renault paraphernalia. How about letting us all in on the secret. Jot down the relevant details and give them to Bill Orr, who is compiling the club listings.

Over the next few months, there's much to be done. At our next General Meeting (8pm, 11 June) we should finalise the Constitution for the Club - i.e. spread the word (and of course the membership forms).

In the meantime, safe motoring and remember : 'Flash' a Renault (flashing anything else could get you into serious trouble).

John Adkins
(President)

Renault 25 Road Test

"France is asphyxiated", shouted the newspaper headlines, referring to the lorry drivers' blockade which had brought traffic to a standstill on many main roads. But the A10 Autoroute from Paris Orly to Orleans and Tours was almost deserted, with hardly a heavy lorry (stationary or moving) in sight. The time was late February, the weather grey but dry.

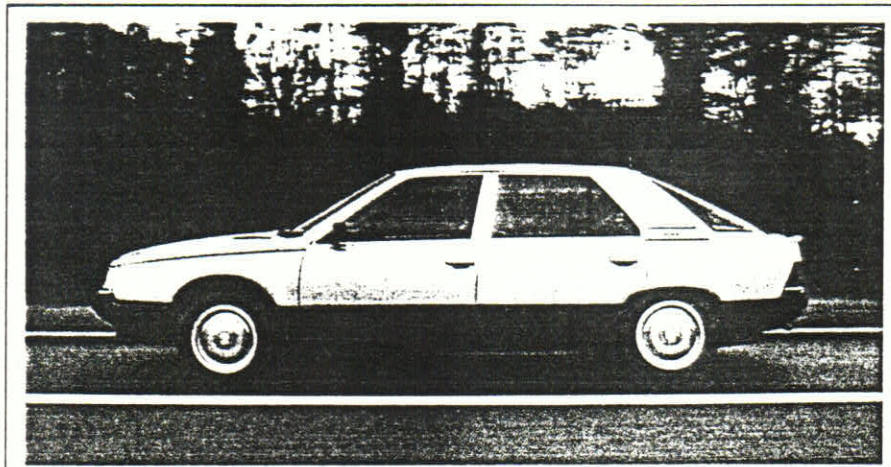
I yielded to the temptation. The Renault 25GTX, which had been cruising legally and near-silently at 130 km/h (81 mph) leaped eagerly forward. At 100 mph it was still quiet enough to enjoy the music from the hi-fi installation. The speed continued to rise, until the tachometer needle entered the dotted red area at 5,500 rph. That was 121 mph - and there was more to come as the autoroute fell gently downhill. Slowly the needle crept near the solid red zone, peaking at 5,750 rpm, equal to a shade over 127 mph. And I could still hear France Musique, though I had to turn the volume up a little.

I eased back and resumed my 130 km/h cruise and I seemed to be crawling. The Renault 25 is a classic example of the benefit aerodynamic efficiency brings. The GTS has a drag factor of 0.31. This is higher than that of the 25TS because the FTS has fat, 60 series tyres. But still exceptionally low by comparison with any competitor of equal performance, fuel economy and low wind noise that would be impossible in a less wind-cheating car. Who would have believed a few years ago that a 2.2 litre engine could propel a roomy 5-seater at over 120 mph?

My first meeting with the 25 the day before had been as a rear seat passenger. As the chauffeur wrigled through thick Parisian traffic at speeds that would have flattered a far smaller car, I lounged back in plump seats, my long legs stretched out comfortably. You don't have to drive the 25 to realise how good it is.

When I had seen the first pictures of the Renault 25 months before, I had been slightly disappointed by its looks but, as is so often the case, it is much better in the metal. It is lower, more graceful, somehow slimmer in real life - yet the slimness belies the lavishness of the interior space. And, in an age of computer designed look-alikes, you are not going to mistake the 25 for anything else.

I have only tried the GTX so far; driving the 2-litre, 103 horsepower TS, the 2.6 litre V6, 144 horsepower injection and the diesels (turbo charged and naturally aspirated) is a treat in store. But I can say that the overall impression one gets of the 25 is that it is a truly up-to-date car. The sheer originality of the interior proves that. The heating/ventilation controls and the master buttons for the in-car entertainment are laid out near horizontally, as they might be on a computer keyboard. For added convenience there is a satellite set of switches on the steering column, within fingertip reach of a drivers right hand, for station seeking and volume control.



My car had a voice synthesiser. It not only tells you what is wrong but also what to do about it. (Sample: Alert - Low oil pressure - Stop engine immediately. Do not restart even if oil level is normal.) That didn't happen to me, I'm glad to say, but it twice told me not to leave the car with its lights on. The fuel read-out is so designed as to tell you how many kilometers (or miles) you can expect to go before refueling, as well as telling you how many litres (or gallons) of fuel are still left. The R25 was fitted with power assisted steering, which made it easy to manoeuvre in confined spaces, but gave it precise control at high speeds.

The R25 is a truly remarkable, and versatile car.

(Adapted from Auto World, p10, written by Stuart Hayes, contributed by a Club Member. THANK YOU.)

Observation Run

For the club's first official event, we are holding something which should be good for the whole family. This will be an observation rally.

The date for the event will be Sunday 23 June, gathering at 9:30 am and starting at 10 am. The meeting place will be the carpark between the CAGA Building and the Boulevard Centre in the city.

The object of the event is to find your way from various clues, answering questions and collecting items - a kind of cross between a mobile quiz and a treasure hunt. Points will be awarded for correct answers/items.

The drive will be about 90 km in each direction and will include city running and some dirt roads. Our destination has wood BBQ's available for if you feel like frying a steak. We will be providing hot soup (so bring a mug) and bread rolls!!! N.B. We will almost certainly get cold weather, so wear warm gear.

Finally, there will be a charge of \$2 per car payable at the start. If you propose to be in it please let me know by phone (312029) before Friday 21 June.

Hope to hear from you all,

Pauline Cook
(Social Secretary)

Summary of the Inaugural General Meeting

The inaugural General Meeting of the Renault Owners' Club of Canberra was held at the Burns Club on 30 April 1985. The following is a brief resume of the proceedings.

- * John Adkins (chairman) welcomed those attending, gave a brief general outline of possible Club aims, and discussed the events leading to the meeting.
- * Peter Flanagan, President of the Peugeot Association of the ACT and former President of the now-defunct Renault Car Club of Canberra, gave a brief history of that club, of the benefits of being in a Marque club, and of aspects of the Club forming wider affiliations.
- * Chairman reported on the inaugural social event and thanked Corin Motors for their assistance and provision of the 4WD display vehicles.
- * Those present introduced themselves and listed their vehicles and interests in the Club.
- * An interim Committee was elected.
- * General discussions concluded the meeting, covering the draft Constitution, membership cards, the newsletter and mailing.
- * It was agreed to commence the meeting at 8 PM and to nominally close at 10:30. Meetings are to be held at the Burns Club (for address see front page) every second Tuesday of each month.

George Cook
(Acting Secretary)

Letter to the Editors

Dear ROCCers,

This is the first complete copy of ROCC NEWS, and hopefully the beginning of a great new club in Canberra.

I am writing to remind people that without participation from you all, this will not be much of a magazine. The idea is for you, the Club Members (who have paid for this right), to write articles which you think would be interesting, or to comment on something within the club. I am not saying this is a perfect chance for any "knit-pickers" to have an all out slander session, but the opportunity for constructive criticism is there. (Which is what I am doing now.) It doesn't have to be negative or slanderous, articles in praise of your car, an old car of yours, someone in the club who has done a job "above and beyond the call of duty" etc etc would be much preferred.

Any interesting clippings from newspapers or old road tests etc, anything at all to do vaguely with motorsport or Renaults.

To everyone in the club I extend an open invitation. WRITE PLEASE.

If anyone needs help or information, I for one would be more than happy to help out. Phone me on 95 2445 (ah), 73 3963 ext 11 (w), or the editors, but DO SOMETHING. This magazine for many is the only contact we have with them for an entire month.

On a happier note, if anyone wishes to get some information about mechanical repairs to their cars, I have several manuals which I will part with (short term only); Dauphine, R6, R10, Caravelle, and if I don't have them, I can get them for you to keep at cost price!

Good luck to you all, until next month,
Jayson Hinder

For Sale/Wanted

This section of the newsletter is dedicated to items which the clubmembers want to sell or swap. Magazines & books (all Renault related) which you do not want to keep any more, can be very helpful and interesting for other members. Also you may have an old (or maybe new) Renault which you want to turn into cash, for which you can place an add in our newsletter.

So if you have a Renault, or perhaps an "Ex-Renault" which you want to sell, please send us a copy of the add (typed please), and we will place it in the next newsletter. The deadline for your adds is two weeks before the next General Meeting. Anything received after that will be placed in the next newsletter.

Please take note that this service is only available to members of the Club, and is not commercial as yet.

Frank Van Praag
(Co-Editor)

For Sale

Renault 16TL, unreg'd but driveable, straight boby, \$150 or will consider selling parts. Ph. 88 5372 (ah) 65 4378 (w).

R4'S (64) and 16 TS'S (70,76) cars and parts. I'm going - so they've got to go! Phone Peter Jo on 41 4016 (ah).

Wanted

R12 Seats front & back. Must be in good cond., and must have head-rests. If donating car is a ride off, I might buy entire vehicle!!! Ph Frank on 31 4962 (ah).

Wanted early next year, R18 GTS 5 speed with compr. history & service records. No hacks please. ph. Jayson Hinder on 95 2445 (ah)

ROCC Technical

For those of you who wonder why your Renaults aren't going as good as they used to, and for those who want their Renaults to keep going as they are, here is a new section to read. ROCC Technical is question and answer column, in which YOUR questions can be answered. All you have to do is write to our post box (see editorial), and we will be happy to respond to your queries. Why not try us out?